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[TWO NUMBERS, WITH } 1s.
SUPPLEMENT,

THE REVIEW AT SPITHEAD.

THE APPLICATION OF STEAM TO NAVAL WARFARE.

THE power displayed on Thursday at the great Naval Review must have convinced the most doubting, and assured the most timid—whatever may be the effects of steam applied to navigation—that its advantages are on our side. Any power or any facilities it has conferred on others, it has conferred on us in a much greater degree. They have them all only through us, and after we are served. A conspicuous feature, accordingly, of the show—more impressive, perhaps, than the gay and imposing men-of-war, or than the roar of their unshotted guns, or the dense blue smoke that enveloped them while engaged in the mimic combat—was the “thick black ground of coal smoke resting on the horizon,” the result of the innumerable applications of the giant power of steam to the purposes of navigation. The peculiarity and real wonder of the Review was the 14,420-horse power—if the reader can conceive from these numbers the force of so many rushing steeds concentrated in the holds of the Royal ships—impelling these mountain masses with as much ease as a child drags its little boat across a tiny pond; and the very much larger, but unenumerated horse power that spread the dense cloud

of its exuviae over the wide horizon, and gave actual life to thousands of steamers bearing the spectators of the show. All the reporters agree in saying that no other country ever did or could exhibit a spectacle of this kind, so grand and imposing; and they all agree, we believe, in referring the grandeur to the innumerable persons and steamers gathered around the Queen and the fleet. It was a national show. The hearts of the people, even more than their eyes, were interested in it. The snowy white sails and the newly-painted hulls of the great war vessels were pleasing to behold; but the long list of naval victories present to every man's mind, the age of security conferred on this empire by its navy, permitting the growth of the arts, the cultivation of the sciences, the slow but sure improvement of the people, and securing the liberties of the world, were the great facts which gave an unsurpassed interest and moral grandeur to the scene.

The whole nation was present in spirit, as all its representatives were in the body, delighting in the recollection or past achievements, and confident in future safety. In free states we are told the military force can only be strong by rising from popular foundations; and it is the popularity of the navy, its incorporation with our amusements and our business, and it is our general familiarity with the new power of steam, also associated with our voyages,

our journeys, and almost all our daily toils, which make the application of steam to navigation the complete guarantee of the national safety. It combines for us, into one overwhelming force the elements of art, science, and popular power. To trace one or two of the consequences, accordingly, of the application of steam to naval warfare as one of the most important subjects suggested by the great Review, is the object of our present remarks.

The most remarkable fact bearing on this point, was the celerity and the ease with which the *Duke of Wellington*, the greatest of all the ships, the *Agamemnon*, and the *Impérieuse*, every one of them steam-impelled, performed their evolutions. “The chase,” when each ship put forth all her powers, “was just continued long enough to establish the superiority of these ships, and prove that they would have beaten all the rest.” They are moved by screw propellers, and all the steam machinery in such large ships is, or may be, placed below the water line, and below the reach of shot. A power of moving and of managing the largest floating batteries, completely under the command of the Admiral, is thus obtained. The ships can steam at pleasure against wind or tide; they can take up any position; they can assail or retreat from any of the forts that



HER MAJESTY IN THE ADMIRAL'S BARGE.

guard naval harbours. Being so completely under command, and moved with so much greater swiftness than sailing ships, the power of every single ship is largely increased; and a steam fleet of 1100 guns, like that collected at Portsmouth, is much more formidable than a sailing fleet of an equal number of guns. If the application of steam to navigation add very much to the chances of success in attacking either sailing ships or stationary forts, it increases, in like proportion, our means of repelling an invading enemy. Like railroads, it enables us to concentrate our whole force, or any portion of it we please, on any one point of the coast, and thus to render almost every point unassailable.

Till now, to know how to manage ships under sail, to tack and to veer, to fill and to back, to increase or to lessen the sails, as the moving power, so as to occupy an advantageous position in attack or defence, was one great part of the business of skilful seamen. One particular officer, called the Master, had the especial charge of this department—the very best seamen were appointed to it as their highest reward; and the readers of naval history will remember that Lord Howe's Master, Mr. Bowen, was promoted (an unusual proceeding) to be a Captain, for his eminent services in managing Lord Howe's ship in the great battle of the 1st June, 1794. All that part of naval tactics must be entirely changed, and new skill—skill more prompt, because the instruments are more completely under command; resolution more vigorous and ready, if possible, than of old, must henceforth be the distinguishing characteristics of naval tactics. The officers will have fewer difficulties to encounter—their power will be greater—circumstances will be more under their control—the success will depend less on accidents—contests will be decided more by vigour and skill, and less by wind and weather; and those who are successfully to wield so enormous an engine cannot be brought into the service by chance, or by birth or connexion, but must be trained to their duties. Peculiar weather will no longer save the shattered remains of a defeated fleet, as at Trafalgar; nor drive a chasing Nelson from his course, so as to allow the escape of an enemy. In proportion to the efficiency of the instrument, let us insist on the fact that the responsibility of officers will be increased; and henceforth, in naval warfare, as on railroads, there ought to be no accidents, as there can be no defeats but those which arise from deficiency of power or of skill. The nation, the Admiralty, will be responsible, if our steam navy be inadequate for national purposes; the officers of the fleet will be responsible, if it be not always successful.

Ships of war, let us repeat, are floating batteries, and the two great points of all tactics will be to place them in a proper position and to work their guns well. In the latter branch England was for a long period without any well-devised scheme of training, either for officers or men. At present the subject is much attended to, and if the crews of the Royal navy be not expert gunners, the system must be bad. We only advert, however, to gunnery as an essential part of the whole, not to discuss it; our business being with the moving power applied to bring the batteries in their proper places. As the rule, the whole of the crews of men-of-war—though not strictly necessary for the purpose—were formerly employed in navigating the ships—heaving up anchors, trimming sails, stowing holds, and performing all the duties of seamen in merchant-ships, as well as the duties of artillery-men. The huge and numerous sails, exposed to winds varying in direction and intensity, required occasionally almost as many men to handle them as was necessary to work the guns. Comparatively few persons are required to manage steam-machinery and screw-propellers. The battery of the *Wellington* requires 1000 men, the moving force will be amply served by 50. The substitution of steam for wind, then, as the moving power will make even a greater change in the internal economy of our men-of-war than in naval tactics.

It seems likely to change the whole character of the ships. They will require fewer sailors, and more gunners, engineers, and stokers. Their service will be more peculiar, and their crews must be especially trained. The separation for some time in progress between the merchant and the Royal service—the carriers of goods by sea, and bearers of arms—will become greater and more distinct. The men bred up in the merchant service will almost cease to have any peculiar aptitude for the national service; and impressment, no longer of use, must, with all its consequences, be as completely swept even out of the recollections of the navy, as it is universally condemned. With that must go the cruel discipline that grew from it; and the use of steam, therefore, will promote the moral improvement of the naval service. The total separation, however, of the Royal navy from the merchant service will throw the former exclusively on its own resources. The efficiency of its officers will no longer have any connection with the skill and hardihood that were acquired in the management of merchant vessels. It must depend entirely on the regulations made for them, and the system adopted. On this point, other Governments can do quite as well as our Government; and, indeed, the influence to which our representative system subjects the Executive, makes the latter, in many matters of detail, a most imperfect instrument. It is notorious that, hitherto, the navy has been crowded with officers of aristocratic or party connections, and injured by such influence trampling under foot—as was the case under the Derby Administration—the public service, in order to reward Parliamentary corruption, and gain or secure Parliamentary power. Now that the efficiency of the navy will depend exclusively upon the habits formed in the navy itself, and that the responsibilities have become greater and clearer, it must be governed on different principles, or the vast expense the nation incurs to support it will only lead to ruin.

Another point worthy of consideration, arising from the more complete separation of the two services, may possibly be to make it less national. The Royal navy grew from the mercantile marine, was always considered to be connected with it, relied on it for the larger portion of its crews and for some of the most important of its officers; and the mercantile marine, being connected with every part and port of the empire—with the whole maritime population—was completely national. It will now be more than it was, a mere branch of the executive Government. It will approximate to the army or to the police. It will be a special service. Except the little source of popular life it may have in

engineers and persons of that description brought up in private establishments, its total vitality will be derived from the Government. Now, it happens—and we know this as certainly of the navy as of any other branch of society—that great social improvements seldom or never begin in Government departments. As far as we know, not one; and certainly very few of the inventions and improvements that have brought the marine steam-engine and screw-propeller to their present efficient condition, took their rise amongst the officers of the Royal Dockyards or Royal Navy. Like all other useful contrivances, they originated in the great body of society not immediately under the control of the Executive Government. The cause of the difference, too, is obvious. Inventions are novelties picked up in nature; to find which, the faculties must be free; and Governments prescribing and regulating the duties of all their servants, necessarily shut out that freedom and that discursive use of the faculties which leads to invention and improvements. They stifle all energy out of the sphere of prescribed duty. Though, from a similar cause—namely, the rules prescribed by our Navigation-laws and the laws for registering shipping—the progress of our mercantile marine was for a considerable period very much retarded; since steam and Free-trade have, in a manner, emancipated it, its progress has been very rapid; and at present our steam and sailing-ships are second to none. We are somewhat apprehensive, therefore—though such apprehensions will be, perhaps, ridiculed by many servants of the Government, and especially by naval officers—that the entire separation of the Royal navy from the mercantile marine—except by the common but narrow filament of steam power—may tend to throw the navy, in moral and mechanical improvement, behind the rapid advances of society. This circumstance very much increases the responsibility of the Admiralty, and makes it more than ever necessary to regulate the whole naval service on the principle exclusively of providing for its efficiency, regardless of all other influences whatsoever.

With the Royal navy the greatest of all modern inventions is now fully incorporated; but the subject is yet too new to enable us to form an opinion of its many effects both on the tactics of fleets and the internal economy of ships. We can only express our hope that it will lead—as most of the other applications of mechanical power to warfare have led—to make battles less fierce and sanguinary, and to enable nations to settle their disputes by disabling an engine rather than destroying a life. We may, too, express a hope—now that science and art have become more necessary to naval management—that the characters both of officers and men will be improved. Looking at what the Sea Kings did of old, and what the shipowners of the world are now doing—carrying all kinds of goods between the most diverse and distant nations—we are taught that the great utility and powerful effects of the maritime part of mankind as an element of civilisation have been much underrated. We may, therefore, further express a hope that the present application of steam to navigation and naval warfare will raise the maritime population to the high place which it deserves to occupy in public estimation.

THE GRAND REVIEW OF THE BRITISH FLEET AT SPITHEAD.

THE great national demonstration at Spithead, on the 11th instant, which we this week illustrate in its principal scenes, was the most magnificent spectacle of its class which it has ever been the lot of artist to picture, or historic chronicle to record. As the stately representatives of the Imperial greatness of Britain, and of the humanising influence of science in warfare, the interest of this grand display possesses a double force; approaching that supernal character with which one of our illustrious poets has invested a fleet of ships:—

As far as I could cast my eyes
Upon the sea, something methought did rise,
Like bluish mists, which still appearing more,
Took dreadful shapes, and thus mov'd towards the shore:
The object I could first distinctly view,
Was tall straight trees, which on the waters flew.
Wings on their sides, instead of leaves, did grow,
Which gathered all the breath the winds could blow;
And at their roots grew floating palaces,
Whose outblow'd bellies cut the yielding seas.
All turn'd their sides, and to each other spoke—
I saw their words break out in fire and smoke. DRYDEN.

Of this poetic picture the spectacle at Spithead presented a perfect realisation, with an accession of might which it never entered the imagination of poet to conceive—if we except Darwin's lines, of seventy years since, prophetic of "unconquer'd steam," and embellishing its triumph from classic story:—

So, mighty Hercules, o'er many a clime,
Wav'd his huge mace in Virtue's cause sublime;
Unmeasured strength with early art combin'd,
Awd, served, protected, and amaz'd mankind.

The spectacle at Spithead had of itself enough both of novelty and attraction to recommend it. Few of the present generation have seen a regular naval review, as the last of any importance took place on the 25th of June, 1814, when the Prince Regent entertained the Allied Sovereigns with a demonstration at Spithead, in which fifteen sail of the line and as many frigates, manœuvred for the entertainment of the distinguished visitors. But the evolutions on that occasion were few and unimportant; as the absence of wind rendered the men of war as helpless as so many logs upon the water; while on the 11th inst. each immense vessel was as manageable as a Thames wherry, and did her allotted work with the precision of an automaton.

During the forty years that had elapsed between the two reviews, a new element had been evoked—a new power had been discovered; and British coal and iron had come to share in the duty of national defence, which British oak had previously monopolised.

It should, however, be mentioned, that, although there has been no review of an English fleet of any magnitude at Spithead since 1814, there was a grand review of the combined fleets of England, France, and Russia at Spithead, in 1827, previous to the battle of Navarino, when his Royal Highness the Duke of Clarence, afterwards King William IV., was Commander-in-Chief. The vessels employed consisted of 15 Russian, 9 English, and 9 French ships. Again, on the Queen's visit to Spithead in 1845, the squadron consisted of the *St. Vincent*, *Trafalgar*, *Queen*, *Rodney*, *Albion*, *Canopus*, *Vanguard*, *Superb*, and *Rattler*. Of these, one—

just one—the *Rattler*—was a screw steamer. This vessel, of 880 tons and 200-horse power, built by Sir W. Symonds, and by no means deserving of her name so far as speed was concerned, then represented our steam navy; the rest of the squadron being sailing-vessels.

GENERAL DIRECTIONS.

The following order was issued by the Port-Admiral for the guidance of the public:—

NAVAL REVIEW NOTICE.

Sailing vessels and boats are requested not to attempt to cross the line of the ships of war about to be reviewed on the 11th instant, or on any account to pass between the columns.

The steamers should keep to leeward of the columns or ships in order of sailing, as the smoke might prevent signals being quickly noticed, thereby causing accident. Masters of vessels must be aware that the evolutions of so large a number of ships of war require a considerable space. They are, therefore, requested to steer accordingly, and not close in to interrupt these evolutions that may be ordered, as they themselves will alone be answerable should any accident occur.

THOMAS COCHRANE, Vice-Admiral, Commander-in-Chief.
Victory, in Portsmouth Harbour, Aug. 8.

The following were the signals issued for the guidance of the Fleet:—
For Review.—Weigh. The compass course will be made from the Royal yacht to the Admiral; on passing the Nab.

Form line abreast. Clear for action. Use sails and steam. Chase. Recall, and form line of battle. Head to the north-east. Wear in succession, and pass to leeward of the Royal yacht. Form two columns and return to Spithead. Use sails instead of steam. All boats carrying guns to assemble round the Royal yacht, the boats of the starboard division on the starboard side, port division on the port side. Another in two columns, leading ships first, the others passing them and anchoring in succession north-west of the Admiral's at a very short stay, till signal is made to moor or veer. Anchor in two columns, according to the order of sailing in two columns. Alter course together on the bearing indicated. The port column to become the starboard column. On this signal being made the port column will keep steerage way only until the leading ship can pass close astern of the rear of the starboard division, when they will put on all steam to regain their stations, the starboard column checking speed until they have done so.

When the Queen approaches Spithead a general Royal salute will be fired by all the ships of the fleet. This will be repeated when the Royal standard is hoisted on board the *Duke of Wellington*, that ship not joining in the salute in consequence of her Majesty's presence on board. On her Majesty leaving the *Duke of Wellington* and re-embarking in the *Victoria* and *Albert*, previous to the commencement of the review, another general salute will be fired, the *Duke* joining therein; and the captains of all the ships are cautioned not to fire when the Royal yacht is close at hand. A final salute will take place at the close of the review, when the Queen leaves the fleet.

THE FLEET.

Compared with the present, how inefficient was the last fleet which was reviewed at Spithead! dependent upon wind and tide for its movements, and, by turns obeying—

Th' imperious tempest and impetuous seas;

it was a mere shadow, in comparison with the power of the present one. And if, passing beyond the period of 1814, when the last review took place, that noble vessel, the *Duke of Wellington*, should be compared with the *Great Harry*, or the *Sovereign of the Seas*, or that luckless ship, the *Mary Rose*, which, by a little sway of the ship in casting about, sank at Spithead in the presence of King William III., during the review, its ports not being more than sixteen inches above water—some idea might be formed of the immense progress which has been made in naval architecture, and the proud position which science now holds in the world. It was only in 1845 that the *Rattler* was first fitted with screws, and the success of this application of steam power placed beyond dispute. The *Rattler*, supplied with this mechanical arrangement, is now fitted not merely for the purpose of a block ship, but has been transferred into an excellent sea-going vessel; while the *Blenheim*, *La Hogue*, and the *Ajax* possess now in their old age powers considerably exceeding anything which they possessed in their more youthful days as sailing vessels.

The fleet was essentially a steam fleet, the first exhibition of that mighty power as a general application to our men-of-war, which up to this time has been only looked upon as an auxiliary, or as the "cavalry," of our sailing fleet. Hitherto, in all fleets or squadrons the heaviest portion of the force composing them has been sailing men-of-war, i. e., three-deckers, two-deckers, and 50-gun frigates; the smaller vessels only having been propelled by steam power, and the means of propulsion has been the "paddle-wheel;" but the fleet was a force of a very different character. The largest, the heaviest armed, the most powerful ship in her Majesty's fleet, and indeed in the whole world, was a three-decker—most appropriately named after the great Duke of Wellington—propelled by screw steam machinery; and the component parts of that force were ships of the same description, of 90 guns, 60 guns, 58 guns, 50 guns, 46 guns, &c., all possessing a power within themselves superior to the effects of the elements and the aid of mere canvas.

This fleet, then, was a model fleet—in fact, the new fleet; for whereas even now, on all our stations round the globe, ships propelled by steam machinery are few and small in comparison with sailing ships, this great fleet at Spithead, numbering twenty-five men-of-war of all sizes and classes, has actually only three sailing-ships out of the whole force. The fleet is also a model fleet, inasmuch as it is composed of the new classes that are in future to be our men-of-war—the specimens being the three-decker of 131 guns, the two-decker of 91 guns, the frigate of 51 guns (can mount 60), the corvette of 31 guns, and the sloop of 21 guns (a classification of five of the maximum rates repeatedly proposed for the last thirty years by Captain, now Admiral, Ryder Burton); and not only is it a model fleet as regards the ships, but it is an experimental fleet as respects the propelling machinery, and the proportion of horse-power to tonnage.

We have, however, separated it into three divisions—the Screw fleet, the Paddle-wheel squadron, and the Sailing squadron; and the following is the correct list in name, number of guns, men, horse-power, and tonnage, of what may be termed

THE GREAT CHANNEL FLEET.

THE SCREW FLEET.

	Guns.	Men.	H. pow.	Tons.	Commanders.
LINE-OF-BATTLE SHIPS.					
Duke of Wellington	131	1160	760	3700	H. B. Martin, C.B.
Agamemnon	91	850	600	3074	Sir T. Maitland.
Blenheim	60	500	450	1747	W. H. Henderson, C.B.
Hogue	60	500	450	1750	W. Ramsay.
Ajax	58	500	450	1772	M. Quin.
Edinburgh	58	444	350	1761	Hewlett.
FRIGATES AND CORVETTES.					
Impérieuse	51	530	350	2347	R. B. Watson, C.B.
Arrogant	47	450	360	1872	S. Fremantle.
Amphion	34	320	100	1474	A. C. Key.
Tribune	31	300	360	1570	Hon. S. T. Carnegie.
Highflyer	21	236	250	1153	W. Moore.
Encounter	14	180	350	906	O'Callaghan.
Desperate	8	175	400	1100	W. W. Chambers.
Total, 15 ships.	664	6085	5450	24,226	

THE PADDLE-WHEEL SQUADRON.

FRIGATES, &c.	Guns.	Men.	H.-p.	Tons.	Commanders.
Terrible	21	300	800	1,347	Captain McCleverty.
Sidon	22	300	560	1,328	" Goldsmith.
Leopard	18	300	560	1,412	" Giffard.
Odin	16	270	560	1,310	" Scott.
Magicienne	16	220	400	1,255	" Fisher.
Valorous	16	220	400	1,255	" Buckle.
Vulture	6	200	470	1,192	" Glassey.
SLOOP.					
Vesuvius	6	160	280	976	Commander T. Wilson.
Baracouta	6	160	300	1,048	" G. Parker.
Total, 9	127	2130	4330	11,621	

THE SAILING SQUADRON.

SHIPS OF THE LINE.	Guns.	Men.	Tons.	Commanders.
Queen	116	970	3083	Capt. R. C. Mitchell.
London	90	820	2613	" C. Eden.
Prince Regent	90	820	2578	" F. Hutton (flag)
Total, 3	206	2610	8294	

SUMMARY.

The summary of the above imposing force will stand thus:—

SHIPS.	No.	Guns.	Men.	Horse-pr.	Tons.
Screw	13	664	6,085	5450	24,226
Paddle	9	127	2,130	4330	11,621
Sailing	3	296	2,610	..	8,294
Grand Total	25	1087	10,825	9780	44,146

Regarding the above as the actual combatant force, we may considerably add to the numerical strength of the Navy at this Review by giving all the ships attendant on the spectacle. But we will limit ourselves first to those ships that are permanently in commission. They are as follow:—

YACHTS.

	Guns.	Men.	H.-power.	Tons.	Commanders.
Victoria and Albert	2	118	430	1033	Captain Crispin.
Fairy .. ..	..	..	128	312	Master D. Welch.
Elfin .. ..	..	..	40	98	" Balliston
Black Eagle	2	38	260	495	" Petley.
Total, 4	4	256	858	1938	

STEAM-TENDERS AND DISPATCH-BOATS, &c.

	Guns.	Men.	H.-power.	Tons.	Commanders.
Banshee	2	65	656	350	Lieut. Hosken.
Vivid	1	19	160	352	Master L. Smithett.
Fire Queen	1	18	120	312	Master Paul.
Lightning	3	38	100	296	Master Petley.
Avon	2	20	171	370	
Undine	1	17	110	284	Master E. Lyne.
Sprightly	2	29	100	350	
Total, 7	12	196	1417	2314	

And, in addition to these, we have the *Rolla*, 6, apprentices' tender, Lieut. Commander Fenwick; *Fanny*, Admiralty tender, Master Commander Scarlett; *Echo*, steam-tug, of 140-horse power; with other smaller craft.

The following men-of-war steamers were also present, manned from the various ships in ordinary:—

	Guns.	Men.	H.-pow.	Tons.	
Conflict, screw	8	50	400	1013	Appropriated to the service of the House of Commons, House of Peers, Reporters, Admiralty clerks, Naval officers, &c.
Bulldog, paddle	6	50	500	1123	
Growler, ditto	6	50	280	1059	
Driver, ditto	6	50	280	1056	
Gorgon, ditto	6	50	320	1111	
Hecla, ditto	6	50	220	817	
Lucifer, ditto	2	20	180	237	
Zephyr, ditto .. ..	..	20	100	300
Lizard, ditto	3	20	150	283	
Total, 9	43	390	2436	7339	

Taking the above, then, as all the men-of-war engaged and present in this grand spectacle, the numbers will be as detailed:—

GRAND SUMMARY OF MEN-OF-WAR AT SPITHEAD.

	Ships.	Guns.	Men.	H.-pw.	Tons.
Service Fleet	25	1087	10,825	9780	44,146
Yachts	4	256	858	1938	
Tenders and Dispatch Boats	7	148	1146	1,648	
Accommodation Squadron	9	43	390	2436	7,339
Miscellaneous	5	10	80	200	1,000
Grand total of the whole Force	50	1151	11,699	14,420	56,071

It may be interesting to place this mighty naval power in contrast with military force. Thus, the fleet comprised about the same number of men as are encamped at Chobham; only that, instead of being distributed in tents stretching over two miles of heath, they are cooped up in 25 ships of war; 13 of which are screw-steamers, 9 paddle-wheel, and 3 sailing ships-of-the-line. The total steam-power employed, being stated at about half its actual value, probably represents a larger horse-power than all the cavalry regiments in the service put together; and when the nature of this modern agent is considered, and its adaptability for the purposes of naval warfare, the contrast which it illustrates becomes still more formidable.

If, however, the fleet in its crews and steam-power had such a grand significance; when the number and calibre of its guns are taken into the reckoning, the result is truly astounding. There were no less than 1,076 guns, the smallest 32-pounders, and as large as the largest used in the great sea-fights by our ancestors won the sovereignty of the seas. The largest throw 84-lb. shells, which would be 104-pounders if solid shot were used; and the frightful destructiveness of these missiles may be imagined, exploding on concussion, according to Captain Moorsom's recent invention. The great feature, however, of the armament of the present fleet is its 68-pounds, which produced, when fired, a prodigious effect both upon the imagination and the tympanum of all who witnessed the review. Thus, by its floating batteries of the heaviest description, and by the power of steam to move them rapidly into any position that may be required, the British navy has now become the grandest concentration of force for destructive purposes that can well be conceived.

THE MORNING.

The morning broke most auspiciously, with a sky only slightly clouded, and a light royal sail breeze. From dawn, all Portsmouth was astir, and crowding down to the harbour, where fleets of small local steamers of every size lay panting with their steam up; and from whence, at a very early hour, every conceivable species of boat, which had been engaged at outrageous prices, was proceeding out to sea as soon as the hivers appeared. Besides the boats and wherries, a vast fleet of cutters, luggers, sloops, and yachts were leaving the harbour; and presently the landward portion of the space between the shore and the ships was perfectly crowded with craft of all descriptions, apparently anxious to keep the weather-gauge, and crawl down along the Hampshire coast. The larger class of yachts, cutters, and schooners—amongst the last of which was the famous clipper *America*—came boldly out amongst the fleet; while steam-boats heeling from starboard to port with their multitude of passengers, threaded their way among the ships, which lay with their anchors apeak, and the greater number with their steam up. A large Southampton boat, the *Thames*, was gaily dressed, and was several other private steamers. From "the Island," a number of cutter and schooner yachts made their appearance, dodging about, and apparently waiting for her Majesty's yacht, between Osborne and the Solent. There were also many pilot boats about the vessels, which, from their appearance, might be mistaken for cutter yachts.

At half-past nine o'clock the Lords of the Admiralty embarked in the *Black Eagle*, Admiralty yacht, on board of which a brilliant party of the aristocracy had already assembled. Among the distinguished personages in this vessel were his Serene Highness Prince Edward of Saxe-Weimar, the Duke of Newcastle, the Duke and Duchess of Argyll, the Marquis of Abercorn, and the Ladies Hamilton and Lady Rachel Russell; the Marchioness of Albury, the Earl of Clanwilliam, the Earl

Granville, the Earl and Countess Bruce, the Earl of Wilton, the Earl of Dundonald, the Countess of Clarendon and the Ladies Hyde, Viscount Hardinge, Viscount and Viscountess Newport, Viscount and Viscountess Canning, Viscount Sydney, Lord Charles Wellesley, Lord Dufferin, Lord Stanley of Alderley, Lord Raglan, Mr. Ralph Osborne, M.P., Lord Henry Gordon Lennox, M.P., the Right Hon. Sir Charles Wood, M.P., Hon. Mrs. Anson and Miss Anson, the Right Hon. E. Cardwell, M.P., and Mrs. Cardwell, the Right Hon. Sidney Herbert, M.P., and Mrs. Herbert, Hon. Mrs. Norton, Mr. Monsell, M.P., and Lady Maria Monsell, Mr. and Mrs. John Stanley, &c.

The members of the Admiralty Board were present without an exception, headed by the First Lord, Sir James Graham; and accompanied by Sir Byam Martin, Admiral of the Fleet, and several other distinguished naval officers. As soon as the Lords had embarked, the Lord High Admiral's flag was hoisted at the main, and the steam being up, she proceeded rapidly in the direction of Osborne. As the yacht left the harbour, the Board of Admiralty were saluted from the platform Battery.

The sailing yachts now began to go to sea in rapid succession, a fresh breeze from the north-east helping them out very agreeably.

The other steamers appointed by the Government to convey spectators now began to drop out of the harbour. The *Hecla* and the *Lizard* were among the earliest to get under way; and shortly after ten o'clock the *Stromboli* and *Bulldog*, having embarked the members of both Houses of the Legislature from the Clarence Victualling-yard (where they had arrived by a special train which left town at half-past six o'clock), proceeded steadily out to Spithead.

The *Stromboli* had the honour of conveying the first portion of the collective wisdom of the nation; and the *Bulldog* bore to sea a goodly muster of members of the Lower House.

Among the members of the Peerage present were—the Marquis of Breadalbane, the Marquis of Ely, the Marquis of Westminster, the Marquis of Bath, the Earl Fortescue, the Earl of Euston, the Earl of Powis, the Earl of Malmesbury, the Earl Delawarr, the Bishop of London, Viscount Maidstone, Viscount Palmerston, Viscount Jocelyn, Lord de Mauley, Lord Claude Hamilton, Lord George Gordon Lennox, Lord Alexander Gordon Lennox, Lord Ernest Bruce, Lord Cranstoun, Lord Milford, Viscount Gough, Lord Montague, Lord Camoys, Lord Redesdale, Lord Drumlanrig, Lord Bateman, Lord Stanley, Hon. G. Ponsonby, &c.

The members of the Lower House were headed by the Speaker; and included, among others, the Right Hon. C. P. Villiers, Right Hon. Sir W. Molesworth, Right Hon. W. E. Gladstone, the Lord Mayor, Sir Robert G. Booth, Sir Benjamin Hall, Sir James Weir Hogg, Mr. Cobbold, Mr. Monckton Milnes, Mr. Brampton, Mr. E. French, Mr. Swift, Mr. McCann, Mr. Fagan, Mr. Maguire, Mr. J. A. Smith, Mr. Brotherton, Mr. Layard, Mr. Portal, Mr. Kerr Seymour, Mr. Phinn, Mr. Ouseley Higgins, Mr. Milner, Mr. D. O'Connell, Mr. Keogh, Mr. Sadleir, Colonel Percival, Colonel Rose, Rear-Admiral Walcott, &c. The last-named, instead of embarking in the steamer appointed for the accommodation of the members of the Lower House, went on board the *Desperate* steam-sloop, for the purpose of seeing the working of the screw.

The *Vivid*, Government mail-packet, Captain Smithett, having on board the members of the *corps diplomatique*, left the harbour at a quarter past ten o'clock. Among the foreign Ministers present were remarked his Excellency the Swedish Minister, his Excellency the Persian Minister and Major Malcolm, his Excellency the Bavarian Minister, his Excellency the Turkish Minister, Prince Vogorides and the Turkish Secretary of Legation, his Excellency the Sicilian Minister, his Excellency the Sardinian Minister, his Excellency the Prussian Minister and Mr. Ernest Bunsen, his Excellency the Greek Minister, his Excellency the Austrian Minister, his Excellency the Spanish Minister, M. de Saux, M. Baudin, Colonel T. B. Lawrence, Count Louis Corti, Count Alfred Reventlow Criminil, M. de Soveral, &c.

The French Ambassador was, it is understood, prevented being present, though represented by the Secretaries and Attachés of the Embassy. The Russian Minister was also absent.

The little *Fairy*, attendant on the Royal yacht, which had remained lying at the Clarence Stairs ready for the reception of her Imperial Highness the Duchess Olga of Russia, was the last to leave her moorings, which she did at the precise moment the *Duke of Wellington*, flag-ship, and the other vessels composing the fleet, thundered forth a Royal salute, indicating the approach of the *Victoria and Albert* with her Majesty and her illustrious visitors on board. The *Fairy* carried the Russian eagle at the main, which was saluted on passing the Platform Battery, and it was only later in the day it was ascertained her Imperial Highness the Grand Duchess was not on board, that her Royal consort, the Crown Prince of Wurtemberg, was alone present.

Spithead was crowded with vessels of every character, including some of the most ordinary, as well as the finest in the merchant service of Great Britain. It was impossible to ascertain the names of all the private steamers and the parties on board them; but amongst them were the Peninsular and Oriental Company's steamer *Tagus*, with a large party of officers from Chobham Camp; the *Cadiz*, with the directors of the same company on board; the Royal West Indian Mail steamer *Thames*, with the directors of that company; the screw ship *Alar*, with the directors of the General Screw Steam Shipping Company; the *Courier*, *Wonder*, and *South-Western*, belonging to the South-Western Railway Company; the *Wave*, *Queen*, and *Collier*, belonging to the Brighton and South Coast Company; the *Brilliant*, Madeira packet; the French steam trader *Colibri*; the *Lord Warden*, from Folkestone; the *Father Thames*, from London; and a vast number of other vessels.

The *coup d'œil* was of extraordinary magnificence. The Royal yacht, with her staff of attendant vessels—the multitude of smaller yachts, and vessels public and private, of every class, under steam and sail—the blue sea, sparkling in the sunshine, and the fleet just ready to weigh in review order, composed a picture of superb beauty. The vessels of the Royal Yacht Squadron and the numerous private yachts formed a conspicuous portion of the spectacle, as they flew off to the right and left, or careered in and about the larger vessels, or lay together in small bodies.

ARRIVAL OF HER MAJESTY.

Precisely at ten minutes to eleven o'clock, the *Victoria and Albert*, with the Royal standard at the main, was observed running up the Solent at reduced speed, and steering in the direction of the flag-ship, with the *Black Eagle* following in her wake. The salute was admirable. From the firing of the first gun not more than three minutes elapsed before the salute was completed. The precision and effect was wonderful, and as the wreaths of white smoke in which the ships became enveloped cleared away, fresh beauty was added to a scene of almost romantic beauty. As her Majesty approached Spithead, the Prussian frigate and corvette lying there manned yards, and saluted the Royal yacht.

The *Undine*, Government mail-boat, had been appointed by the Lords of the Admiralty as a tender to the *Black Eagle*. Here was a member of the Blood Royal of Spain, the Prince Don Juan, accompanied by his Aide-de-camp, some few members of the aristocracy, an ex-Mayor of London, several naval officers, &c. The *Undine* having waited for orders, followed the *Fairy* out of the harbour, and ran down in the direction of the flag-ship, arriving just in time to observe the *Fairy*, with the Crown Prince of Wurtemberg, meet the Royal yacht, which by easing her speed, she allowed to pass, falling immediately in her wake.

As her Majesty approached the fleet, the engines of the Royal yacht, which had been previously eased, were stopped, and the vessel was allowed to glide along with the tide only. The Queen and the Prince now mounted the bridge, and with the Prince of Wales and Prince Alfred—both attired as sailors, in white duck trousers and jackets—surveyed the scene before them with great apparent interest. Her Majesty wore a pink dress and blue bonnet. Prince Albert wore a field-marshal's uniform. Some foreign uniforms were distinguishable on the deck of the *Wellington*.

HER MAJESTY'S VISIT TO THE FLAG-SHIP.

The *Victoria and Albert* having approached the flag-ship, the Queen prepared to disembark, with the intention of honouring the Admiral of the Fleet, Sir Thomas Cochrane, with her presence. The Royal barge having been lowered, her Majesty and the Prince Consort, with the young Princes, descended the companion, and in a very few moments were brought alongside the *Duke of Wellington*. A second boat was despatched to the *Fairy*, inviting the presence of the Crown Prince of Wurtemberg—an invitation which was readily accepted.

The Lords of the Admiralty left the *Black Eagle* at the same moment, and accompanied her Majesty on board the *Duke of Wellington*—the Royal standard floating at the main giving notice that her Majesty was on board. Immediately, another salute broke the sunny air; but the third, which had been intended to be fired when her Majesty returned to her yacht, was happily omitted. The *Duke of Wellington*, which carries 131 guns, was intended to be of the same size as the ship *Queen*; but circumstances occurred which prompted her separation into halves, and her lengthening by thirty feet, with the addition of a steam-engine and screw. Thus lengthened and equipped,

the *Duke of Wellington* has been found a very successful, steady, and for her vast bulk, fast ship. Her Majesty's inspection of the vessel occupied fully half an hour.

On board the *Duke of Wellington* a most graceful act of condescension was performed by her Majesty towards the Admiral of the Fleet, Sir Thomas Byam Martin, G.C.B. On meeting the gallant veteran on the upper deck, her Majesty shook him heartily by the hand, and invited him to return with her to the *Victoria and Albert*, where his flag (the Union Jack) was flying from the mizen.

On board the *Duke* her Majesty was graciously pleased to command that the Senior-Lieutenant of the Fleet in commission, and the Senior Mate of the Fleet, be promoted: the former is Lieutenant George Mason (1827), First of the *Victory*; and the latter is Mr. H. E. Bacon, of the *Prince Regent*. But the eventful 11th of August, 1853, is said, is still further to be commemorated by an Admiralty brevet.

Her Majesty expressed her "great satisfaction" on board the *Duke*, to Capt. H. B. Martin, C.B., commanding that ship, at the state and efficiency of that ship.

Her Majesty having been received on board by Sir Thomas Cochrane, was accompanied over the ship by the Prince Consort and the Crown Prince of Wurtemberg.

THE FLEET AT SEA.

At fifteen minutes after twelve, the *Victoria and Albert* moved off to the eastward, followed by the *Fairy*, which, having lost, her Royal freight, now hoisted the Commodore's flag at the main.

After the *Fairy* followed the *Elfin* despatch-boat; and then came the pretty little Trinity yacht, with the Elder Brethren of that ancient Corporation on board.

After running half a mile to the eastward, the Royal yacht again slackened speed, and it was now that the grandeur of the flotilla was first fully developed and understood. All the ships of the fleet were blowing off steam, and lying—

Like greyhounds in the slips,
Straining upon the start;

it having been arranged that the signal to make sail should be given from the Royal yacht.

It wanted only twenty minutes to one o'clock when the signal to sail was given from the Royal yacht. At this time the greater part of the sailing yachts were already standing out to the eastward, with a smart breeze, just sufficient to fill the canvas.

The squadron left Spithead in the following order:—

Repeating Ship.		Repeating Ship.	
Victoria and Albert	Fairy	Trinity Yacht	Agamemnon
Blenheim	Edinburgh	Imperieuse	Highflyer
Odin	Leopard	Valorous	Terrible
Duke of Wellington	Hogue	Ajax	Arrogant
Tribune	Desperate	Encounter	Sidon
Vesuvius			

Against wind and tide, without a stitch of canvas, this magnificent fleet steamed to the eastward at a rate of speed not less than nine knots, each vessel keeping its appointed position with the accuracy of a cutter.

And so the majestic procession moved steadily on its way, keeping exact pace each with the other, and advancing in such direct lines that the wake of a predecessor rippled against the bows of the successor. More consummate nicety in steering was never exhibited. The *Victoria and Albert* led the way between the divisions, tending generally towards the port side. The yachts and sailing vessels now began to lag astern; though, when the motion of the fleet was now and then temporarily slackened, they managed to creep up again. The steamers, however, kept up well with the fleet; and when the time came for the squadron to form one grand line—which was when the Nab had been long passed, and the back of the Isle of Wight loomed in a golden haze astern—full speed was put on, with a view of ridding the fleet of these troublesome supernumeraries. The desired effect being to some degree attained, the beautiful manoeuvre of forming into line was performed. First the two Admiral ships, the *Duke of Wellington* and the *Agamemnon*, came to a stop and signalled, when immediately all the ships in the starboard and larboard divisions simultaneously diverged to the right and the left of their respective flag-ships, each ship preserving the same distance abreast as they had done in line. The effect was very fine, and symmetrical to a degree.

THE ATTACK.

After a few moments' pause, the enemy's squadron being now plainly seen, the signal was made to move, and the fleet advanced at that degree of speed, or about it, which all the ships could keep up. There was only one decided exception, that of the *Ajax*. The *Blenheim* was slow, but the signal to stop was obliged to be given more than once, when the *Ajax*, the third ship in the port division, lagged decidedly behind—reminding one of Pope's couplet, slightly altered for the occasion—

When Ajax struggles hard ahead to go,
The squadron labours, and the fleet moves slow.

But by this time the enemy—the *Prince Regent*, the *Queen*, the *London*, and the *Amphion*—had ranged themselves in line-of-battle to port of the port division, and to windward. The two leading ships hauled up their courses, but kept their topsails, topgallant-sails, and royals. The *London* stripped to its three topsails and jib; and the *Amphion* dropped behind with its topsails set, and topgallant-sails dropping over them. After firing a gun or two of defiance, the three foremost ships resolutely advanced; upon which the two divisions closed into one grand line; and, upon the signal-gun of the *Duke of Wellington*, followed by the tremendous roar of her whole broadside, rapidly discharged from stem to stern, the rattling thunder ran along the line, traversing it, as it were, in a minute, and again beginning at the other end, main and deck guns—eighteens, and thirty-twos, and sixty-fours—banging and thundering for nearly a quarter of an hour without intermission. From the moment of the first discharge, the clouds of white choking smoke hid everything. Now the breeze for an instant

Aside the shroud of battle cast,

and again the sun for a moment illumined it, as though it had been a morning's mist. It was a most impressive sight to see, phantomlike, through the haze, the figures of the crews of the nearest guns, lugging and struggling at their work, tearing at the tackles, ramming in the sponges, hoisting the mast with levers—all this lasting but for a moment; and then the shivering bang, which seemed to cleave the very ship. But these bangs came thick and threefold, from bow to stern on both decks, and on bow and stern from fourteen other vessels of three and two decks, and heavy frigates. When at length, however, the roar of battle ceased, and it might have been expected that the enemy would have been discovered shattered and done for—their topmasts gone, their rigging cut to pieces, their sails rags—lo! they were sailing gaily along, closing with our line, and with an evident intention of imitating Lord Nelson's favourite device of breaking the enemy's line; but instead of being raked in their advance and broadsided as they passed—instead of being run alongside and boarded, for four men to each gun wore cutlasses, and there were, too, boarding pikes—an opening was obligingly made and they passed through the line, the sun shining upon their canvas, and forming a very beautiful sight.

The mimic battle was kept up with great spirit for a period of twelve minutes.

THE CHASE.

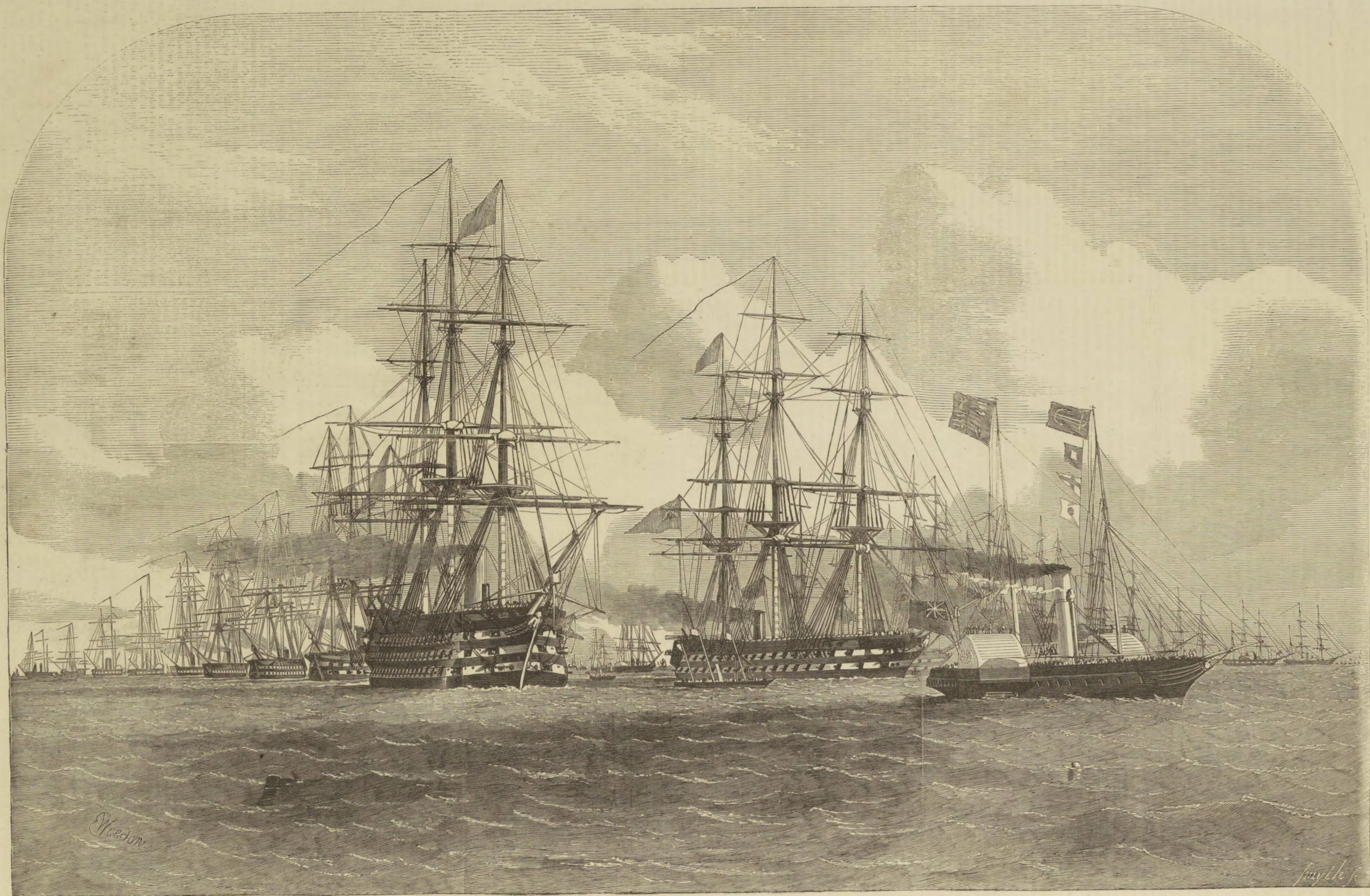
The enemy being thus repulsed, it became necessary to chase, not him, but some imaginary enemy lurking in Spithead; so the heads of the vessels were put round, and the whole squadron started off homewards at the best of each ship's speed. Wind and tide favoured them, and the race home was about the merriest proceeding of the day. The fleet had been fairly out of sight of land, but presently the high ground at the back of the Isle of Wight began to appear like a blue line in the horizon to the left—and then, in brief time afterwards, the low line of the Hampshire coast, stretching to the right. Hereabout the ships fell in with the now returning fleet of yachts and steamers, and it was all one race against one another. The *Agamemnon* led the way. This vessel, considering her bulk, is exceedingly fast, as is the *Duke of Wellington*. These, then, led the race, followed by the *Tribune*, the *Desperate*, and the *Arrogant*. The magnificent screw frigate, the *Imperieuse*, which bore a conspicuous part in the fleet, excited universal admiration for her perfection of form and the stately symmetry of her rig.

The signal for a general chase was given, and in a very short time the sailing ships were overhauled by the steam squadron and closed in. This (says the *Hampshire Telegraph*) was the grandest feature of the day, and an appropriate termination to this portion of the proceedings.

The whole fleet then steered south-east till 4.25, when a "race" home—



HER MAJESTY PROCEEDING TO "THE DUKE OF WELLINGTON" FLAG-SHIP.—DRAWN BY J. W. CARMICHAEL.



TERRIBLE. VALOROUS. LEOPARD. ODIN. HIGHFLYER. IMPERIEUSE. EDINBURGH. BLenheim. WELLINGTON. MAGICIENNE. FAIRY. AGAMEMNON. HOGUE. AJAX. ARROGANT. TRIBUNE. DESPERATE. ENCOUNTER. SIDON. VESUVIUS.
FLEET FORMING LINE ABREAST.—DRAWN BY E. WEEDON.

wards took place, in which the *Duke of Wellington* and the *Agamemnon* greatly distinguished themselves, and gave the Royal yacht as much as she could do to diminish her distance from them. The quiet smoothness and celerity with which the *Duke* moved through the water astonished every beholder, but in the end she was passed by the *Agamemnon*. At 4.45 the Bembridge Light was passed, and the fleet proceeded to their former moorings; the Review being terminated by

THE BOAT ATTACK.

After the ships had anchored, at half-past six o'clock the Admiral made signal for the boats of the squadron to attack an enemy to leeward. The hostile force was represented by the *Magicienne* and the *Conflict* steamers, which took up a position within a mile of Southsea Beach. They lay "broadside on" to the shore; and, as soon as the boats were hoisted over the side, they prepared their batteries to give them a warm reception. The utmost activity prevailed among the vessels of the attacking squadron, which were now anchored at the moorings they had left in the morning, in a line from Spithead all along the coast of the Isle of Wight. The rapidity with which the huge launches were cleared away, raised over the side, and lowered into the water, must have surprised those who had not witnessed the admirable perfection to which the boat service of the country has been brought. In a few minutes each vessel had its launch floating by its side, a caronade (a short, serviceable gun, of heavy metal) on its slide in the bow, and then poured into her its stream of seamen, marines, and marine artillery. With twenty-four oars, double-banked, the Marines seated aft, the officer in command standing bolt-up in the stern-sheets with the yoke-line in his hand, and the jack floating from the tall flag-staff in the stern, each boat was a beautiful object in itself, and formed an engine of war, so to speak, by no means despicable, having all the appliances of attack, defence, and retreat concentrated in a very small compass. A few minutes more, and the words "give way" sent from the sides of the squadron a flotilla of enormous force and power. The boats might be seen advancing with great velocity from the line of ships, swept along by the long powerful pull of the stalwart oarsmen, and converging as they advanced in two divisions—one for each of the devoted enemy. The Royal yacht moved slowly up towards the steamers, and the immense multitude of yachts and tenders, wherries, steam-vessels, great and small, swarmed astern of her, or dodged about here and there to find an opening in the thronged masses of hull, and spar, and rigging through which this exciting portion of the spectacle could be witnessed.

Meanwhile the launches drew rapidly ahead, and as soon as the leading boat had cleared the vessels of the spectators, a flash from the bows of the *Conflict*, followed by a gush of white smoke, showed that the fight had commenced. In an instant more the line of boats vomited forth a flood of fire and smoke. The caronades of the launches, served with great quickness, sounded a rolling bass of thunder to the smart sharp rattle of the musketry; and the irregular nature of the firing, at one time bursting into a simultaneous roar as the metal of boats and ships spoke in awful unison together, and now subsiding into the discharge of a single gun, diversified the tumult of the uproar. And now one could understand the formidable character of a boat attack; for, as the flotilla drew near the broadsides of the men-of-war and got into range, they divided and steered away, so that one division made for the bows and the other for the sterns of the ships at bay, thus escaping to a great extent the fire of the strongest portion of their batteries, and assailing them in their weakest points. The smoke blew away to leeward in advance of the boats, but as they drew nearer to the steamers it became so dense that the boats were altogether enveloped in it, and nothing could be seen but the wreaths of the snowy vapour rising in pile on pile and hiding from view the animated work which it seemed as if anxious to conceal. The heavier metal of the frigates was heard at frequent intervals through the din of the caronades and firelocks; and at length the rapid rattling volleys of the Marines on board, delivering their fire as the launches drew up alongside to board, were distinctly audible. Still more launches kept coming from the fleet, and opened fire as they formed their divisions, the Marines all loading and firing as if for life, and the sailors pulling with the regularity of machinery, till a loud ringing cheer—such a joyous burst of exultation, that one might imagine the gallant fellows had won a new Trafalgar—proclaimed their victory, and the firing was over.

As the wind slowly rolled the clouds to leeward of the flotilla, bringing into view boat after boat and the hulls of the steamers, the *coup d'œil* was one which no language can convey, for it was instinct with motion—teeming with energetic life. The boats were returning to their respective ships, from which the signal of recall had been hoisted; or, with oars aloft, were lying to off the late "enemy;" on the white beach at Southsea, as far as they could reach, thousands of people were gathered, in the full enjoyment of the spectacle; every mound, every hillock—the ramparts of the fortifications, the tops of houses—any and every place, in fact, from which a view of Spithead could be had, were black with a swarm of human beings. On the other side, with the aid of a glass, it could be perceived that the whole population had poured down to the shores of the Isle of Wight, and the pier at Ryde, and the hills towards the seaside were covered with men, women, and children. Everything that could float and move by sail or oar—and wonderful it was to see occasionally what feats, contrary to all appearances, were performed in this way—collected from all parts of the neighbouring shores, was on the waters flitting about, so as to shut out the face of the waves beneath a shifting veil of rope, and wood, and canvas. The Royal yacht, beset with them like a queen bee by its loving subjects, floated tranquilly, the centre of innumerable *torgettes* and prying eyes. At intervals some very dirty and very loyal steamer came waddling along close to the *Victoria* and *Albert*, and discharged a volume of hearty cheers from its living cargo, as the well-known form of their Sovereign was seen on the deck of her floating palace; and gentlemanly yachts hailed their topsails as they came near, and ungentlemanly ones stood too close in and became objects of universal abhorrence, for the time being, to many thousands of people. Far away to the east a thick black background of coal-smoke, left behind by the steamers, rested on the horizon, and brought out in fine relief the snowy canvas of the hundreds of yachts which were stealing up to their moorings. The slower steamers and men-of-war, with company on board, came bustling through them, each with a long black trail in the air behind it, and, in the centre of the picture, Admiral Fanshawe's squadron, with every stitch of canvas that could be set, except studding-sails, bore down majestically in line between the port and starboard divisions of its late assailants, towering above the pigmy craft as the pillars of some ruined Eastern temple over the Arab tents at their base. No other country ever exhibited a spectacle so grand and so impressive. It was a great Peace Congress, headed by the Queen.

Her Majesty remained afloat, until all was over, at seven o'clock, and then returned to Osborne.

Thus terminated a spectacle unprecedented in this country, and that could be produced nowhere else—a spectacle which well accords with our national sympathies, and which is doubly gratifying from the light in which it places the efficiency of our navy. If it restores our confidence in that surest and greatest arm of defence for this island kingdom of ours, it will not have been held in vain.

On Saturday evening, a signal was made to the fleet, ordering a Lieutenant of each ship to repair to the office of the Commander-in-Chief to take copies of the following memoranda:—

Victory, in Portsmouth Harbour, Aug. 13th, 1853.

The Commander-in-Chief has peculiar satisfaction in communicating to the Flag Officers, Captains, Commanders, Officers, and ship's companies of the ships under his command, the accompanying despatch from the Secretary to the Admiralty:—

"Admiralty, Aug. 12, 1853.

"Sir,—The Board of Admiralty has received the command of her Majesty to notify to you, and the Admirals, Captains, Officers, and Men under your orders at the Naval Review, on Thursday last, her Majesty's approbation of their exemplary conduct on that occasion.

"Each in his respective station was anxious to do his duty well, and success was the certain consequence.

"Her Majesty observed with great satisfaction these effects of order and discipline, which never fail to sustain the honour of the British flag, and afford pledges of the undiminished power of the British Navy.

"The Queen received also with peculiar pleasure the hearty proofs of goodwill shown to her person, to his Royal Highness Prince Albert, and family, which mingled grateful feelings with proud recollections; and they added happiness to conscious strength in witnessing the evolutions of such a fleet, ready to defend the authority of the Crown and the independence of the nation.

"The Admiralty directs you to make known this order to all officers and men on board the fleet now assembled at Spithead.

(Signed)

"B. E. OSBORNE,

Secretary to the Admiralty.

"To Vice-Admiral Sir T. J. Cochrane, K.C.B.,
Commander-in-Chief at Portsmouth."

THE BRITISH FLEET:

WITH AN ACCOUNT OF THE SEVERAL VESSELS EMPLOYED IN THE SPITHEAD REVIEW.

Proud, indeed, must every Englishman present have felt of the mighty spectacle which was passed in review before him on Thursday week; and not only every Englishman who was present, but every Englishman who has read or who has heard of the splendid manifestation which was on that day made to the world of the internal resources and the external power, the scientific development and the advanced civilisation—synonymous expressions—of his beloved country. The sight of that magnificent fleet, illustrating in so marked a manner a union of the greatest physical and the greatest moral strength which the world has yet known, must, indeed, have impressed every beholder with a well-assured confidence in the invulnerability of his island home, and a dignified consciousness of the security and respect in which, protected by the influence of her flag, he may roam at his pleasure the wide world over, exclaiming, in the exuberance of his heart, and in the words of the household song:—

"Tis a glorious charter, deny it who can.

That's breathed in the words, "I'm an Englishman!"

On an occasion such as the present, when we have had an opportunity of witnessing the huge force that can be arrayed in active defence of our own shores, it has occurred to us that we might possibly render the uninitiated portion of our readers an acceptable service in presenting them, in the first place, with a rapid summary of the fleets and squadrons which represent our power, protect our commerce, and are employed in the pursuit of science in every quarter of the globe:—

In the MEDITERRANEAN we possess a fleet consisting of six sail-of-the-line—the *Britannia*, 120; *Trafalgar*, 120; *Albion*, 90; *Rodney*, 90; *Vengeance*, 84; and *Bellerophon*, 78: one frigate—the *Arethusa*, 50: one sloop—the *Modeste*, 18: one receiving-ship—the *Ceylon*, 2: three screw-steamers—the *Sanspareil*, of 70 guns and 350-horse power; the *Niger*, of 14 guns and 400-horse power; and the *Wasp*, of 14 guns and 100-horse power; and twelve paddle-wheel steamers—the *Fury*, of 6 guns and 515-horse power; the *Sampson*, of 6 guns and 467-horse power; the *Firebrand*, of 6 guns and 410-horse power; the *Furious*, of 16 guns and 400-horse power; the *Retribution*, of 28 guns and 400-horse power; the *Tiger*, of 16 guns and 400-horse power; the *Inflexible*, of 6 guns and 378-horse power; the *Caradoc*, of 2 guns and 350-horse power; the *Triton*, of 3 guns and 260-horse power; the *Ardent*, of 5 guns and 200-horse power; the *Shearwater*, of 8 guns and 160-horse power; and the *Spitfire*, of 5 guns and 140-horse power. Total: 24 vessels, carrying 837 guns, and measuring 34,096 tons; the steamers representing 4730 horse power.

On the NORTH AMERICA and WEST INDIA station, we have two ships of the line—the *Cumberland*, 70, and *Imaum*, 72: one frigate—the *Vestal*, 26: three sloops—the *Calypso*, 18; *Daring*, 12; and *Espiegle*, 12: one cutter—the *Nelly*, 8: one schooner—the *Bermuda*: one screw-steamer—the *Megara*, of 6 guns, and 350-horse power; and eight paddle-wheel steamers—the *Basilisk*, of 6 guns, and 400-horse power; the *Desolation*, of 6 guns, and 400-horse power; the *Medea*, of 6 guns, and 350-horse power; the *Buzzard*, of 6 guns, and 300-horse power; the *Argus*, of 6 guns, and 300-horse power; the *Kite*, of 3 guns, and 170-horse power; the *Columbia*, of 6 guns, and 120-horse power; and the *Alban*, of 4 guns, and 100-horse power. Total: 17 vessels, carrying 267 guns, and measuring 13,986 tons; the steamers representing 2490-horse power.

In the PACIFIC there are the following vessels:—One 50-gun ship—the *Portland*: three frigates—the *Thetis*, 38; *Amphitrite*, 24; and *Trincomalee*, 24: one 20-gun ship—the *Dadalus*; the *Dido*, 18; the *Herald*, 8; the *Cockatrice*, 4: two store-depôts—the *Naiad* and *Nereus*; and two paddle-wheel steamers—the *Virago*, of 6 guns and 300-horse power; and *Torch*, of 150-horse power. Total: 12 vessels, carrying 192 guns, and measuring 11,148 tons; the steamers representing 450-horse power.

On the WEST COAST OF AFRICA the following vessels are stationed:—Three sloops—the *Harlequin*, 12; *Waterwitch*, 8; and *Ferret*, 8. Three brigs—the *Linnet*, 8; *Britomart*, 8; and *Crane*, 6. Two store ships—the *Tortoise*, 12; and *Atholl*, 12. One brigantine—the *Spy*, 3: one screw-steamer gun-vessel, the *Teazer*, 3; and seven paddle-wheel steamers—the *Penelope*, of 16 guns and 650-horse power; the *Polypheus*, of 5 guns and 200-horse power; the *Alecto*, of 5 guns and 200-horse power; the *Bloodhound* and *Myrmidon*, of 150-horse power each; the *Volcano*, of 5 guns and 140-horse power; and the *Pluto*, of 4 guns and 100-horse power. Total: 17 vessels, carrying 107 guns, and measuring 9292 tons; the steamers representing 2140-horse power.

The following are the vessels stationed at the CAPE OF GOOD HOPE:—One frigate—the *Meander*, 44; two brigs—the *Nebudda*, 12, and *Penguin*, 6; one brigantine—the *Dart*, 3; and three paddle-wheel steamers—the *Styx*, of 6 guns and 280-horse power; the *Hydra*, of 6 guns and 220-horse power; and the *Dee*, of 4 guns and 200-horse power. Total: 7 vessels, carrying 81 guns, and measuring 3919 tons; the steamers representing 700-horse power.

The following vessels are stationed on the SOUTH-EAST COAST OF AMERICA:—One sloop—the *Star*, 8; one brig—the *Express*, 6; one brigantine—the *Bonetta*, 3; one receiving-ship—the *Crescent*, 42; one screw steam gun-vessel—the *Sharpshooter*, of 8 guns and 202-horse power; and four paddle-wheel steamers—the *Centaur*, of 6 guns and 540-horse power; the *Trident*, of 6 guns and 350-horse power; the *Vixen*, of 6 guns and 280-horse power; and the *Locust*, of 3 guns and 100-horse power. Total, nine vessels, carrying 88 guns, and measuring 4999 tons; the steamers representing 1472-horse power.

The following compose the force on the EAST INDIA station:—One 50-gun ship—the *Winchester*: four frigates—the *Fox*, 42; *Cleopatra*, 26; *Spartan*, 26; and *Calliope*, 26: one hospital ship—the *Albion*; 26: one store-ship—the *Minden*: eight sloops—the *Comus*, 14; *Electra*, 14; *Bittern*, 12; *Contest*, 12; *Fantome*, 12; *Grecian*, 12; *Lily*, 12; and *Serpent*, 12: the *Pandora*: two brigs—the *Rapid*, 8; and *Royalist*, 6: one schooner—the *Bramble*, 10: one screw steamer—the *Rattler*, of 6 guns and 200-horse power; and two paddle-wheel steamers—the *Hermes*, of 6 guns and 220-horse power; and the *Acheron*, of 4 guns and 160-horse power. Total—23 vessels; carrying 346 guns, and measuring about 15,024 tons; the steamers representing 900-horse power.

The following vessels are now absent upon ARCTIC EXPEDITIONS:—The *Assistance*, 2; *Enterprise*, of 4 guns and 530 tons; *Investigator*, of 3 guns and 480 tons; *North Star*, of 501 tons; *Plover*, 4; *Rattlesnake*, of 8 guns and 503 tons; and the *Resolute*, 2. Also the screw-steamers *Erebus*, of 3 guns, 30-horse power, and 375 tons; *Intrepid*, of 2 guns and 60-horse power; *Phoenix*, of 8 guns, 260-horse power, and 809 tons; *Pioneer*, of 2 guns and 60-horse power; and *Terror*, of 4 guns, 30-horse power, and 326 tons. Total: 12 vessels, carrying 42 guns, and measuring, as near as can be computed, 3527 tons; the steamers representing 410-horse power.

The following vessels are employed on "particular service":—One 50-gun ship—the *Leander*; *Hercules*, 2; *Resistance*, 10; *Tyne*, 4: four screw steamers—the *Simoom*, of 18 guns, and 350-horse power; *Archer*, of 14 guns, and 202-horse power; the *Vulcan*, of 6 guns, and 350-horse

* The varied duties of the Scientific Branch of the Naval Service, together with the cost of their performance for the current year, may be shortly summed up under the following heads:—The Royal Observatory, £3488; the Observatory at the Cape of Good Hope, £1488; the Compilation of the *Nautical Almanack*, £3200; the purchase, repairs, &c., of chronometers, £600. The Hydrographical Department is carried on at an expense to the country of upwards of £60,000 annually, of which for the present year £4000 has been voted for the purchase of charts, £5804 for the hire of vessels, £40,642 for the pay of officers, seamen, and pilots, and purchase of stores, &c.

The surveys now carrying on are:—

In England—The south-east coast, the coast of Dorset and Devonshire, the entrances of the Humber and Tees, Milford Haven, and Bristol Channel, and the coast of Cornwall.

In Scotland—The Firth of Forth, the coast of Argyshire, the coast of Ross-shire, and the Hebrides.

In Ireland—The coast of Sligo, the coast of Donegal, Kenmare river, and coast of Kerry; the coasts of Louth and Dublin.

Abroad—Our vessels are surveying Nova Scotia and Breton Island, the Gulf of Fundy, the Chinese Seas, the West Indies, New Zealand, the Island of Candia, Fejee and Friendly Islands, and the coast of the Cape of Good Hope.

In furtherance of the cause of science, the country has placed annually at the disposal of the Admiralty, in addition to the foregoing sums, £1000 for purposes of reward, and for defraying the cost of experiments; also, £100 for an annual outlay on books and specimens for the libraries and museums at Haslar and Plymouth Hospitals; £2321 for the prosecution of scientific education at the Royal Naval College at Portsmouth; and £458 for the School of Mathematics and Naval Construction at Portsmouth.

power; and *Cruiser*, of 960-horse power; and three paddle-wheel steamers—the *Rhadamanthus*, of 4 guns, and 220-horse power; the *Porcupine*, of 3 guns, and 132-horse power; and the *Dasher*, of 2 guns, and 100-horse power. Total: 11 vessels, carrying 113 guns, and measuring 12,341 tons; the steamers, representing 1414-horse power.

Having thus taken a general view of the Royal navy in its disposition throughout the world, we shall proceed to annex, what may not be thought inappropriate, an historical sketch of the vessels which figured in the late Review; tracing the career of each of its predecessors in name since that name first made its appearance in the lists of the Navy.

H.M.S. "AGAMEMNON."

We first meet with the name of this famous ship—famous on account of its intimate association with the glories of Nelson—in 1781, when she appears to have been launched at Bucklershead. From this period to 1783 she served in the Channel and West Indies, being present on the 9th and 12th of April, 1782, in Admiral Rodney's actions with the French fleet, under Count de Grasse, off Dominique. In 1793 she was commissioned by Captain Nelson, under whom she served for the next three years in the Channel and Mediterranean fleets. Previous to his appointment to the ship, Nelson fully believed that a prejudice existed against him at the Admiralty, for which, however, he was quite unable to account; and had it not been for the advice and remonstrance of Lord Hood it is probable he would have retired from the service. His ardent wish for active employment, however, was gratified on the 30th of January, 1793, when he was commissioned to this vessel, of which, he says, writing to his brother on the occasion, "I have the pleasure of telling you that my ship is, without exception, the finest sixty-four in the service, and has the character of sailing most remarkably well." Under her illustrious commander, the *Agamemnon* was present at the surrender of Toulon; and, in 1794, assisted at the capture of Bastia and at the siege of Calvi—at which last place Nelson lost his eye. In Admiral Hotham's action with the French fleet, 13th July, 1795, the *Agamemnon* engaged the *Ca Ira*, a vessel large enough to take the former into her hold. The *Ca Ira*, however, together with the *Censeur*, surrendered to her on the following day. The vessels mentioned fought more bravely than any others in the French fleet, and the valour of their seamen is conjectured to have arisen from an impression entertained by them, that in the event of being taken, no quarter would be given, as they fired red-hot shot, and employed also a combustible material furnished to them by the Convention of Paris, in its nature corresponding to the ancient Greek fire, which, when discharged, could not be quenched by water. Towards the close of 1795, the *Agamemnon*, in consequence of the severe duty she had performed, was obliged to go into Leghorn to refit. To give some idea of the service she had gone through, it is only necessary to remark that when she came into dock, there was not a mast, yard, sail, nor any part of the rigging, but was obliged to be repaired, owing to the shot she had received. Her hull had long been secured by cables served round.

About this time Nelson received an offer of the *St. George*, of 90 guns, or of the *Zealous*, of 74: which he declined at the time, on account of his attachment to his old vessel. He was, however, compelled to quit her on the 11th of June, 1796, in consequence of her being sent home with a convoy, in a most dilapidated condition.

From 1797 to 1802, the *Agamemnon* was employed in the North Sea and Channel, engaging, 2nd April, 1801, in the attack upon the line of defence and batteries at Copenhagen. On the 22nd and 23rd of July, 1803, she took part in Sir Robert Calder's action with the combined French and Spanish fleets, off Ferrol, on which occasion she had several of her men wounded, besides being much cut up in her spars and rigging. On the 21st of October of the same year, she once more signalled herself in the ever-memorable battle of Trafalgar, having previously, by the most masterly manoeuvres of her Captain, Sir Edward Berry, escaped from a French squadron, consisting of five sail of the line, two frigates, and a brig.

On the 6th of February, 1806, we find her assisting at the discomfiture of a French squadron, at St. Domingo, by Sir John T. Duckworth; for her conduct on which occasion her captain was presented by the Committee of the Patriotic Fund at Lloyd's with a sword, value £100. In September, 1807, the *Agamemnon* took part in the bombardment of Copenhagen.

The glorious career of this fine old ship, which we have but faintly traced, was brought to a premature close on the 20th of June, 1809, when she ran on shore in Maldonado Roads, Rio de la Plata, and was lost. Such are the antecedents of the splendid 91-gun screw steamship *Agamemnon*, that breasted the waters so nobly on the occasion of the recent Review, and which, as if nerved into action by the memory of its former greatness, singled out the *Duke of Wellington* as the only worthy antagonist to compete with, in the race which concluded the memorable events of that day. She has been only very recently launched.

H.M.S. "AJAX."

The first British man-of-war bearing the name of *Ajax* was built at Portsmouth, in 1767. She was armed with 74 guns; and, in 1779, was placed under the command of Captain Samuel Uvedale. Soon after this she accompanied Sir George Rodney to the West Indies; and, on the 16th of January, 1780, she formed part of the force under the same distinguished Admiral, when he defeated the fleet under Don Juan de Langara, off Cape St. Vincent—making prize of six, and destroying one sail of the line. The *Ajax*, on this occasion, lost her foretop-mast, and had four guns dismounted; although the casualties among her crew were but trivial, amounting to not more than six wounded. In the engagement, however, fought between Rodney and the Comte de Guichen, near Martinique, on the 17th of April following, she sustained a loss of 4 men killed and 13 wounded. Her captain distinguished himself so greatly during the battle, that he was sent home with the despatches of Sir George Rodney, who had reason to lament that other ships in his fleet had not more emulated the conduct of the *Ajax*. Continuing her gallant career, she took part, under the command of Captain Nicholas Charrington, in Hood's encounter with the Comte de Grasse, off Martinique, in April, 1781; had 7 of her people killed and 16 wounded in the following September, when Sir Thomas Graves, with 19 sail of the line, bade defiance to the same De Grasse, with 24 sail of the line, off the Chesapeake; and was again with Hood when, outwitting the French Admiral, he induced him, in January, 1782, to quit the road of Basse-terre, St. Kitts, and then slipped into it himself, making good his position, although the enemy's force was far superior, until the surrender of the island, when he put to sea, and by a bold manoeuvre passed undiscovered within five miles of the French fleet. In the partial action of the 9th of April, 1782, between Rodney and De Grasse, and on the glorious 12th, when the latter was at length completely vanquished, the *Ajax* had also the honour of being present, and by doing service—the nature of which may be estimated when it is recorded that nine of her crew were killed and forty wounded. Hostilities having terminated, and her services being no longer required, the *Ajax* was sold, in February, 1785, from which period her name does not recur on the lists of the navy until 1798; when a new ship, the same in rating, but larger in dimensions, was honoured with the title. She was not destined, however, as will be seen, to adorn the service for the period even of her gallant predecessor; although it was ordained that during that short period she was to figure in scenes hardly less momentous. Placed at first under the command of the Hon. Captain Cochrane, farther of the present gallant Commander-in-Chief at Portsmouth, who, about this period was serving on board of her as a midshipman; she joined in the expeditions sent in the summer of 1800, to Quiberon, Belleisle, and Genol; and also in the attack made on the French in Egypt in the following year. In July, 1805, she assisted, under the command of Captain William Brown, in Sir Robert Calder's action with the combined squadrons of France and Spain; and in the following October it was her good fortune to participate in the laurels won at Trafalgar; where the loss she sustained, however, amounted to only two killed and nine wounded. On the latter occasion she was under the temporary command of Lieut. John Pilfold. The next service of importance upon which the *Ajax* was employed, was in the expedition under Sir John Duckworth, to the Dardanelles; at the entrance of which her career was brought, as we are about to relate, to a summary and terrible close. At nine o'clock in the evening, on the 14th of February, 1807, while the squadron was lying at anchor near the island of Tenedos, waiting for a fair wind, to enable them to run through the Channel of the Dardanelles, an alarm of fire was given in the after-part of the ship. The captain, the Hon. Henry Blackwood, and officers, went down to the cockpit, whence the smoke issued. They threw down a great quantity of water; but in three minutes found it impossible for any person to remain below—the men, with buckets of water in their hands, falling down from suffocation. The lower-deck ports were then ordered to be hauled up, to give vent to them; but this adding to the force and fury of the flames, they were closed again, and the hatchways covered over in order to gain time for hoisting out the boats—a measure which was not re-

sorted to until the destruction of the ship had become inevitable. The carpenter had been ordered to scuttle the after part of the ship; but this, in ten minutes after the first alarm, was found to be impracticable. So dense, too, was the smoke on deck, that though it was moonlight, the officers could not see each other. From this cause the jolly-boat was the only boat that could be got into the water, and she was soon filled with those who had jumped overboard, and others who could get into her. On the flames bursting up the main hatchway, and thus dividing the fore from the after part of the ship, Captain Blackwood called to the people to go forward and save themselves as fast as they could. He had no sooner reached the fore-castle himself, than all parts of the vessel, from the centre of the booms to the taffrail, were in a raging flame. After exhorting the officers and men, to the number of 400, who were assembled about him, to be calm and collected, and to depend upon the boats of the squadron, finding that he could be no longer of any service to them, he jumped overboard from the sprit-sail-yard; and after being half an hour in the water, was picked up by a boat of the *Canopus*, and taken on board that ship much exhausted. The *Ajax* continued to burn all night, and drifted on the island of Tenedos, where she blew up at five o'clock the next morning with a terrific explosion. Three hundred and eighty-four of the crew were saved. Connected with this dreadful disaster, the exact origin of which has never been ascertained, there is an anecdote which is deserving of record as well for its intrinsic interest as for the additional trait it affords of that heroic intrepidity which characterises the British sailor. At the commencement of the fire, the *Ajax* was lying at anchor close to the flag-ship, the *Royal George*, which, the cable of the former being soon burnt, was—to use a nautical, and not a slang expression—compelled to “cut and run.” The moment the alarm reached the *Royal George*, a lieutenant of that ship, the late distinguished Rear-Admiral Sir Nesbit Willoughby, hastening into a cutter, dashed to the assistance of the unfortunate crew, as many of whom as his boat could possibly hold he quickly rescued from a watery grave. Numbers, however, were still surrounding him—some swimming, others clinging to various buoyant articles, and many on the point of sinking for want of that aid which it was impossible to render them. The Admiral was then so far off that, to reach the *Royal George*, or indeed any other ship, was quite impracticable; but at length some launches and barges arrived, and continued to receive the poor fellows saved by the light boats of the squadron, until they also were crowded. The *Ajax* all this time was drifting towards the island of Tenedos, with her stern and broadside alternately presented to the wind. Lieutenant Willoughby had picked up and discharged a second boat-load, and was again nearly filled with people, who had been so long in the water that they were nearly insensible, when he observed the *Ajax* round to, and at the same time several men hanging by ropes directly under her head. Hoping to be able to rescue these, and to get clear of the ship before she again fell off, the lieutenant dashed towards her, and succeeded in the first part of his object; but not until the burning fabric was once more right before the wind, with the cutter across her bow, and the flames issuing from every part of her hull and rigging. To extricate himself from this awful position without the intervention of Heaven was an impossibility: every moment the velocity with which the *Ajax* was going through the water increased, the water she threw up at her bows threatening the little boat with instant destruction; while, to add to the horror of the situation, the men who had been lying at the bottom of the cutter, apparently half dead, endeavoured to get upon their legs, thus adding confusion to the scene. Dreadful as matters now were, a circumstance occurred so appalling as to render them yet worse. While the *Ajax* was propelling the cutter in the manner we have described, the flames reached the shank-painter and stopper of her remaining bower anchor, which fell from the bows, nearly effecting the destruction of the boat as it plunged into the water. The cable caught the outer gunwale, and ran over it, a complete sheet of fire. Orders, exertion, presence of mind were now out of the question—death appeared inevitable. The only alternative left was to be burnt or drowned, for every one was too much exhausted to swim. The scene was altogether indescribable. At a distance the boats of the squadron saw the cutter enveloped in a mass of flame, and gave her up for lost, beyond the power of human aid. All that the gallant Willoughby and his companions could do, while the cable was running over, and binding them yet more firmly to the ship, was to keep the fire and sparks as much as they could from the uncovered parts of their persons. Provisionally, however, and to their joy, although the inner part of the cable had been burnt through, the anchor took the ground, and gave the ship's head a check to windward before the less-consumed part had entirely left the tier. The alteration produced in the ship's position enabled the boat to get clear; and thus was the very event, which seemed at first to fix her doom, the cause, under Providence, of her preservation.

Having, as our readers will admit, stuck to the last to this our *Ajax* the second, we have now to introduce to them the third of the name, which was launched into the world in 1809, and employed from that period until July, 1816, under the successive commands of Captain Robert Waller Otway and George Mundy. At first we find her cruising with a squadron off Sardinia, where she made a large number of captures. She next formed part of the in-shore squadron off Toulon; and on July 20, 1810, won great distinction by the manner in which she interposed between the *Shearwater* brig and a pursuing French force, consisting of six sail of the line and four frigates, whom the bold front maintained by herself and her consorts—the *Conqueror* and *Warspite* (74), and *Euryalus* frigate—induced to fall back. On the 31st of March, 1811, being then in company with the *Unité* frigate, she made prize, off the island of Elba, of *Le Dromédaire*, a store ship, of 800 tons and 20 guns, laden with 15,000 shot and shells, and ninety tons of gunpowder. In the autumn of 1813, she was employed in covering the siege of St. Sebastian; and in March, 1814, she captured, near Scilly, a French corvette *Polegon*, of sixteen guns and 120 men; after which she conveyed a squadron of transports from Bordeaux to Quebec, having on board 5000 troops, destined to reinforce the English army in Canada. During the War of a Hundred Days she was despatched to Marseilles, where her Captain (Mundy) had the delicate task assigned to him of endeavouring to ascertain the sentiments of the inhabitants. In March, 1816, she accompanied Lord Exmouth in a visit to Algiers, Tunis, and Tripoli, for purposes connected with the abolition of Christian slavery. She was soon afterwards put out of commission; nor does she again attract our notice until 1846, when, unable or unwilling, whether from age or some other cause to resist the inroads of science even into her own internal arrangements, we find her receiving a screw propeller, and allowing herself to be converted into a steam guard-ship at Portsmouth. Renovated, however, by the alteration in her system, she betook herself, in 1850, to Cork, and there hoisted in succession the flags of two Commanders-in-Chief—Rear-Admirals Dixon and Purvis. Recently, as our readers are aware, she has returned to Portsmouth, and has there convinced the world that although long laid up in ordinary, she has in no way degenerated from her former self.

H.M.S. “AMPHION.”

The original vessel (132 guns, 226 men) bearing this name was built at Chatham, in 1780; and was blown up by accident in 1796. The facts attending this catastrophe are of sufficient interest to be given in detail:—About four o'clock in the afternoon of the 22nd September, 1796, the fore magazine of the *Amphion*—then lying along the sheer hulk in Hamoaze, refitting—by some accident took fire, and blew up; which had such an effect as to rip up the upper works in the fore part of the ship to atoms, and she almost immediately sunk in ten fathoms water. The number of the ship's company and visitors—of which latter there were several unfortunately on board at the time—was nearly 300; not more than forty of whom were saved, several of these being severely wounded. Captain Pellew, her commander, and some other officers, who were in the cabin, at dinner, hearing a kind of rumbling noise immediately preceding the blowing-up, ran into the quarter-gallery nearest the sheer hulk, on whose deck Captain Pellew was instantaneously thrown. At the moment of the explosion, the sentinel at the cabin-door was looking at his watch, when it was dashed from his hands, and he was stunned; he knew nothing more until he found himself safe on shore, and comparatively unhurt. The escape of the boatswain was also very remarkable; he was standing on the cat head, directing the men in rigging out the jib-boom, when he felt himself suddenly carried off his feet into the air; he then fell into the sea senseless, and on recovering his consciousness, he found that he had got entangled amongst the rigging, and that his arm was broken. He contrived to extricate himself, though with some difficulty, and he was soon picked up by a boat without further injury. The preservation of a child was no less singular: in the terror of the moment, the mother had grasped it in her arms, but, horrible to relate, the lower part of her body was blown to pieces, whilst the upper part remained unharmed; and it was discovered with the arms still clasping the living child to the lifeless torso. The cause of this unfortunate event was never clearly known, but it was conjectured that the gunner might have let fall some powder near the fore-magazine, which, accidentally igniting, had communicated with the magazine itself.

The *Amphion* was rebuilt in 1798 at Mistley Thorn, when she was pierced for 32 guns. She captured, in 1799, the Spanish privateer *Asturiana*, of 24 guns, 180 men, richly laden; and in 1804 took part in a severe action with the Spanish frigates *Medea*, *La Fama*, and *La Clara*, off Cape St. Marq. In this affair the *Mercedes*, 36, while engaging the *Amphion*, blew up with a tremendous explosion; shortly after which the enemy surrendered. The *Amphion* had three men wounded, one or two of them by the splinters which fell upon her decks when her unfortunate antagonist blew up. A melancholy circumstance attended this transaction: a gentleman, a Captain Alvear, of the Spanish navy, with his wife, four daughters, and five sons grown up to manhood, had embarked in the *Mercedes*, carrying with him a fortune, estimated at about £30,000 sterling, the gradual savings of thirty years' industry as a merchant in South America. Not many minutes before the engagement, the captain and his eldest son had gone on board the *Medea*, and there, in a very little while, did he witness the catastrophe that hurled his wife, his daughters, and his remaining sons to destruction, and sent that treasure, which was mere dross in the comparison, to the bottomless deep. We must not omit to state, however, that the British Government restored to Captain Alvear, out of the proceeds of the three cargoes, the £30,000 which he had lost in the *Mercedes*.

We next meet with the *Amphion* as assisting, through the medium of her boats, in the capture (28th June, 1810) of twenty-five vessels, at Grao. The affair, however, which sheds most lustre on her name, was her capture, in company with the *Active*, *Cerberus*, and *Volage*, of the frigates off Lissa, 13th March, 1811. This most gallant action, which lasted six hours, was fought against a squadron of the enemy, proceeding from Ancona to Lissa, and terminated in the capture of two of his frigates and the destruction of another. The enemy's squadron consisted of five frigates, one corvette, one brig, two schooners, one gun-boat, and one Xebec—total, 361 guns, and manned with 2029 men; opposed to which were 124 guns and 879 men. Fifty British seamen were killed, and 150 wounded.

The *Amphion*, having been sold in 1823, her name was restored in 1846, in the present steam-frigate of 34 guns, 300-horse power, and 1474 tons, which was built by Sir Robert Sepping, at Woolwich.

H.M.S. “ARROGANT.”

The *Arrogant* was originally built at Harwich, 1761, by Sir Thomas Slade, and commenced her career by serving in the Channel and Mediterranean stations. On the 12th of April, 1782, she was engaged in Admiral Rodney's action with the French fleet off Dominica, having four of her crew killed and eleven wounded. From this period to 1803, she severally served in the Channel, Cape of Good Hope, and East Indian stations; taking part, September 9, 1796—in company with the *Victorious*, 74—in an attack on six large French frigates, of which one was totally, and three others very much disabled. It being calm, the vessels had to sustain the raking broadsides of three heavy frigates for some time, without the power of returning anything more than their stern chasers. The *Arrogant* had one midshipman and six seamen killed, and twenty-seven men wounded.

This vessel was sold in 1810; and replaced by another, which was purchased from the East India Company in 1809. The present screw-frigate *Arrogant* of 47 guns, 360-horse power, and 1872 tons, was built at Portsmouth in 1848.

H.M.S. “BARRACOUTA.”

The *Barracouta*, which was built in 1804, was shipwrecked in the following year, on the south side of the island of Cuba, when all her crew, though saved, were made prisoners. She was rebuilt in 1807, at Ipswich, and subsequently distinguished herself (Aug. 9, 1810) at the capture of Banda Neira; and, in August and September, 1811, at the reduction of Java. In the former affair, the fortress of Banda Neira, which was generally supposed impregnable, surrendered to a handful of British seamen and marines. The *Barracouta* was sold in 1815. The present vessel, a steam sloop of 6 guns, 300-horse power, and 1018 tons, was built at Pembroke, in 1851.

H.M.S. “BLENHEIM.”

This vessel, formerly a 74-gun ship, with a complement of 590 men, first appears on the roll of the navy in 1761, at which period she was built, by Sir Thomas Slade, at Woolwich. In the beginning of 1782, the famous Lord Duncan (at that time Captain Duncan) was appointed to the *Blenheim*, continuing in the same command during nearly the whole of the remainder of the war. During this period the *Blenheim* was constantly employed in the Channel Fleet. Accompanying Lord Howe, in the September of 1782, to Gibraltar, she was stationed to lead the larboard division of the centre squadron, and was very distinguishedly employed in the encounter with the combined fleets of France and Spain, which took place off the entrance of the Straits. On the 13th July, 1795, she engaged in Vice-Admiral Hotham's action with the French fleet off Cape Roux; and on the 14th of February, 1797, took part in the Battle of St. Vincent, in which she figured most conspicuously, being chiefly instrumental in capturing the *San Ysidro*. Her loss on this memorable occasion was twelve killed and forty-nine wounded. From 1801 to 1804 the *Blenheim* served in the Baltic and West Indies. In April, 1805, Rear-Admiral Sir Thomas Troubridge was appointed to the vessel, in which he proceeded to take the command of the Indian Seas. On the 11th of July in this year she was attacked, while protecting ten East Indians, by a French 74-gun ship and a large frigate, which she beat off after half an hour's action. In 1807 the *Blenheim* foundered off the island of Rodrigue, Indian Ocean. Of this unfortunate event, the only intelligence at all bearing upon the subject that was ever received was from a letter from an officer on board the *Harrier* sloop, dated the 30th of March, 1807. This communication stated that the *Harrier* lost sight of the *Blenheim* on the afternoon of the 1st of March, during a hard gale off the Mauritius. “The night,” says the writer, “was dreadful beyond description; it blew a perfect hurricane, with a most tremendous sea.”

The *Blenheim* was rebuilt in 1813 at Deptford, and has recently been provided with a screw. In 1841 she engaged under her Captain, Sir H. Fleming Senhouse, in the capture and destruction of the forts Charapee and Tyncolpaw, and the other forts and batteries of the Bona Vigra. From the 23rd to the 30th of May of the same year, she was occupied in the attack upon Canton, and the defeat of the Chinese forces in front of that city. On the 26th of August following the *Blenheim* engaged with the fleet, under Admiral Sir William Parker, in the attack upon the batteries and defences of Amoy, and the capture of the island of Golongso. She was also engaged with the same fleet, in co-operation with the army, under Lieutenant-General Sir Hugh Gough, at the capture and re-occupation of Chusan, and at the reduction of Chinghae. On the latter occasion, her Captain, Sir Thomas Herbert, after the necessary breaching had been accomplished, landed, in command of the light column of attack, consisting of a body of upwards of 700 seamen, marines, and troops, and stormed and carried the citadel.

H.M.S. “DESPERATE.”

The *Desperate* was first entered on the roll of the navy in 1804, in which year she was built, at Broadstairs. She was subsequently sold in 1814, and her name restored in 1849, when the present screw-steamer, *Desperate*, of 8 guns, 460-horse power, and 1100 tons, was launched at Pembroke.

H.M.S. “DRIVER.”

The *Drier*, of 16 guns, was built in 1797, at Bermuda. She captured, in 1799, the French privateer *Le Barras*; and, in 1809, in company with other vessels, the French frigate *Turon*, of 44 guns. The present steam-vessel of this name was built at Portsmouth in 1841. She carries 6 guns, has 260-horse power, and a tonnage of 1056 tons. She is the first steamer that circumnavigated the globe. Leaving England in 1842, she was absent for five years and nine months, during which period she travelled 75,696 miles.

H.M.S. “DUKE OF WELLINGTON.”

This gigantic vessel having been only recently launched, her history is yet unwritten. Should the time, however, ever arrive that is to call her into the active service of war, it is scarcely too much to presume that the greatness of her deeds will be in character with the illustrious name she bears.

H.M.S. “EDINBURGH.”

Of all the vessels which figured in the late Review, the name of the *Edinburgh* is the oldest on the *Navy List*, her antecedents going as far back as 1721, when she was built at Chatham, by Benjamin Rosewell. In 1741 she was taken to pieces, and rebuilt as a 64 at the same port in 1744, by Mr. Ward, and immediately afterwards commissioned as the flag-ship of Vice-Admiral Martin, the Commander-in-Chief of the Channel Squadron, on which station she continued till 1748; engaging on the 14th October, 1747, in Rear-Admiral Hawke's action with a French squadron off Cape Finisterre. From 1755 to 1760 we find her serving in North America, the Channel, and the West Indies. During this period she signalled herself (October 21, 1767) in company with the *Dreadnought* and *Augusta*, of 60 guns each, under the command of Commodore Forrest, in an action of two and a half hours' duration, with three French

sail of the line, one 50-gun ship, and three frigates. The French ships retreated in confusion, with a loss of nearly 600 killed and wounded. The British loss was 23 killed and 89 wounded. In 1771, the *Edinburgh* was again taken to pieces, and not rebuilt till 1811, when she was launched as a 58-gun ship, from Rotherhithe. In the months of March and April, 1814, she was employed in the reduction of Spezzia and Genoa. We next find her employed, in 1840, in the combined British Austrian, and Turkish fleet, in the bombardment of St. Jean d'Acre.

H.M.S. “ENCOUNTER.”

The *Encounter* was first built in 1805, at Southampton, when she was pierced for 12 guns. She was present, in 1809, at the destruction of the ships in the Basque Roads. In 1812 she was lost while attempting to cut out some vessels on the coast of Spain. Her name was not restored till 1846 when the present screw-steamer, of 360-horse power, 14 guns, and 906 tons, was built at Pembroke, by Sir William Symonds.

H.M.S. “HIGHFLYER.”

The *Highflyer* was originally built in 1822, at Woolwich; and again in 1851, at Blackwall, when she was fitted with a screw of 260-horse power and pierced for 21 guns. Her tonnage is 1153 tons.

H.M.S. “HOGUE.”

The *Hogue*, originally a 72, and now a screw-steamer of 60 guns, was built at Deptford in 1811. She served from 1812 to 1814 off Brest, and on the Halifax station. Her boats were present, April 8, 1814, at the destruction of twenty-seven American vessels in the Connecticut.

H.M.S. “IMPERIEUSE.”

This 44-gun vessel, built in 1798, was taken from the Spaniards in 1805. Assuming the command of the *Impérieuse*, August 23, 1806, Lord Cochrane (the present Earl Dundonald), in the short period of one month took and destroyed fifteen vessels. This ship was afterwards sent to co-operate with the patriots on the coast of Catalonia, and compelled the Castle of Mongat to surrender. In 1808 she was engaged in operations against the Semaphores on the coast of France, her efforts being in this respect most successful; and, in 1809, took a prominent part in the destruction of the French fleet in the Basque Roads.

H.M.S. “LEOPARD.”

We first meet with this vessel on the Navy Roll in 1790, when she was built at Sheerness. In 1797 she captured *Le Victorieux*; in 1798 the *Apollon*, 16 guns; and, in 1800, *La Clarisse*, of 18 guns. In 1814 she was wrecked near the island of Aticoiti, Gulf of St. Lawrence. The present vessel, a steam-frigate of 560-horse power, and 1412 tons, was built by Mr. Fincham, at Deptford, in 1850.

H.M.S. “LONDON.”

The *London* was originally built as a 98-gun ship at Chatham, in 1766, by Sir Thomas Slade. From 1778 to 1782 she served in North America as the flag-ship of Rear-Admiral Graves, being engaged on the 16th of March, 1781, in Vice-Admiral Arbuthnot's action with a French squadron off Cape Henry; and on the 5th of September of the same year, in the fleet of 29 sail of the line under Admiral Graves, in an action with the French fleet of 24 sail of the line off the Chesapeake. The British loss was 90 killed and 230 wounded. The *London* successively became the flag-ship of Sir Alexander Wood, in 1790; of Rear-Admiral Goodall, in 1791; of Admiral Montague, from 1793 to 1797; and of Sir John Colpoys, from the latter period to 1799—being present on the 23rd June, 1795, in Lord Bridport's action with the French fleet. The *London* served, in 1801, as the flag-ship of Sir Hyde Parker, the Commander-in-Chief in the Baltic. On the 13th of March, 1806, the *London* fell in with a French line-of-battle ship of 80 guns, and a frigate of 40 guns; and after a running fight, which continued from before daylight until forty-three minutes after nine, compelled them to strike. These ships proved to be the remainder of the French squadron that had committed so much depredation upon British commerce in the Eastern hemisphere. In this desperate action the *London* lost 10 men killed, and 22 wounded. The loss sustained by the enemy amounted to 65 slain, and 80 wounded. Among the latter was the French Admiral Linois. In April, 1811, the *London* was taken to pieces. Her name does not recur on the Navy List till 1840 when she was rebuilt, as a 90-gun ship, of 2598 tons, at Chatham, by Sir Robert Seppings.

H.M.S. “MAGICIENNE.”

The *Magicienne* of 32 guns, 254 men, was taken, in 1781, from the French. She captured, in 1796, the French corvette of 18 guns, *La Cerf Volant*, and was present, 6th February, 1806, at the battle of St. Domingo, and capture and destruction of four sail of the line. In 1810 she grounded in attempting to run alongside a French squadron off the Isle of France, and was destroyed by all their crews. Rebuilt in 1812, as a 42-gun ship, she took (1813) the American schooner privateer *Thrasher*, of 14 guns and 80 men; and subsequently assisted at the reduction of St. Sebastian. In 1840, the *Magicienne* was present at the capture of St. Jean d'Acre, and throughout the whole of the Syrian operations. She was rebuilt in 1849, as a steam-frigate of 400-horse power, 16 guns, and 1255 tons.

H.M.S. “ODIN.”

Built at Denmark, in 1787, the *Odin* was captured from the Danes, in 1807, and sold in 1825. The present *Odin*, which is a steam-frigate of 560-horse power, 16 guns, and 1310 tons, was built at Deptford, in 1846.

H.M.S. “PRINCE REGENT.”

The *Prince Regent*, of 90 guns, was built at Chatham, in 1823. She measures 2613 tons, and has been mostly in commission as a flag-ship on the home station.

H.M.S. “QUEEN.”

The *Queen*, whose veteran name carries us so far back as 1693, when she first appears on our Navy-roll, was built in that year, at Woolwich, and was for some time the flag-ship of Sir Cloudeley Shovell. From 1777 to 1783 she served as flag-ship of Sir H. Garland, and of Rear-Admiral Hood, in the Channel and at Gibraltar. During this period she was engaged in Admiral Keppel's action, with the French fleet off Brest (July 27th, 1778), and in Lord Howe's partial action with the combined French and Spanish fleets, near Gibraltar. From 1783 to 1795 she bore the flags severally of Rear-Admiral Hood, Admiral Montague, and Admiral Gardner; and was present on the glorious 1st of June, when Captain Hutt, her gallant commander lost his leg; also in Lord Bridport's action with the French fleet, off L'Orient (June 23rd, 1795). From 1796 to 1808 she successively became flag-ship to Sir Hyde Parker, Sir John Knight, and Lord Collingwood; and served up to the time of her being taken to pieces in April, 1821, at Spithead, in the Channel and Mediterranean stations. She was rebuilt in 1839, at Portsmouth, by Sir William Symonds, when she was pierced for 116 guns, her measurement being 3083 tons. In 1841, Sir E. Codrington hoisted his flag on board her; and, in 1842, Sir E. W. Le R. Owen.

H.M.S. “SIDON.”

This vessel was built by Sir Charles Napier, at Deptford, in 1846; and so named in honour of that gallant officer's achievements in Syria. She is a steam-frigate of 660-horse power, carries 22 guns, and measures 1325 tons.

H.M.S. “TERRIBLE.”

The *Terrible* was originally built in 1755 in the river Thames, and pierced for 74 guns. She was present 14 March, 1795, in Vice-Admiral Hotham's action with the French fleet and capture of two sail of the line. The present *Terrible* is a steam-frigate of 800-horse power, 21 guns, and 1847 tons, and was built at Deptford in 1846, by the late Mr. Lang.

H.M.S. “TRIBUNE.”

A frigate of this name was lost by shipwreck in 1797, and her name restored in 1803. In 1804 she captured two French gun-brigs of 9 guns each. In 1839 she was again lost. The present frigate, which is a screw-steamer of 300-horse power, 30 guns, and 1570 tons, was built this year at Sheerness, by Sir William Symonds.

H.M.S. “VALOROUS.”

This steam-frigate, of 16 guns and 400-horse power, was built at Pembroke last year. She appears to have had a predecessor who was taken to pieces in 1829.

H.M.S. “VESUVIUS.”

The *Vesuvius* was first built in 1776, in the river Thames, by Slade; and was present, 17th March, 1794, at the boarding and capture of the French frigate *Bienvenue* and other vessels in Fort Royal Bay. She was rebuilt in 1813, at Topsham, and sold in 1819; and again rebuilt in 1840, at Sheerness, as a steam sloop of 280-horse power, 6 guns, and 976 tons.

H.M.S. “VULTURE.”

The *Vulture* was purchased in 1803, and sold in 1814. Her name was restored in 1843, when the present steam-frigate, of 470-horse power, and 1190 tons, was built at Pembroke, by Sir William Symonds.



CONFLICT.
GRAND REVIEW AT SPITHEAD.—THE BOAT ATTACK.—DRAWN BY E. DUNCAN.

NAVAL REVIEWS IN FORMER TIMES.

It is interesting at the present moment, when public attention is so much excited by the splendid spectacle at Spithead on Thursday, the 11th inst., to turn back to the files of old newspapers for particulars of similar events in a bygone age. The two most important were the Great Naval Review at Spithead, by George III., in June, 1773; and the Naval Review before the Allied Sovereigns in 1814. We subjoin a few particulars of each:—

THE GREAT NAVAL REVIEW AT SPITHEAD BY
GEORGE III., JUNE, 1773.

EARLY in the morning of Tuesday, the 22nd of June, the King set out from Kew for Portsmouth, and having arrived at Portsmouth-bridge between ten and eleven the same morning, was received by a Royal salute of twenty-one guns. His Majesty then proceeded to the first barrier, where Major-General Parker, who commanded the garrison during the Royal residence at Portsmouth, delivered the keys of the garrison to the King, who was pleased to return them. On his Majesty entering the Land Port-gate, he was saluted by a triple discharge of 232 pieces of cannon, mounted on the ramparts of Portsmouth, at Blockhouse Fort, and at South Sea Castle.

His Majesty proceeded through the town out at the Water-gate to the Dockyard, and arrived at the Commissioners' house ten minutes before eleven o'clock; where he was received by the President of his Majesty's Most Honourable Privy Council, the Lord Privy Seal, the Lord Chamberlain of his Majesty's Household, the First Lord Commissioner of the Treasury, the Secretaries of State, the Lords Commissioners of the Admiralty, the Treasury, and Commissioners of the Navy, the three Admirals of the squadron at Spithead, and the Master and Lieutenant-General of the Ordnance. The artificers and workmen belonging to the yard, being all assembled before the house, gave three cheers as his Majesty entered, and then immediately dispersed, and returned to their several employments.

After his Majesty had taken some refreshment, he went to the Governor's house in the town, attended by the nobility and persons of distinction, and had a public levee; at which a great number of the officers of the navy and army were present, as also many gentlemen of the country, who on this occasion came in to pay their duty to his Majesty.

The Mayor, Recorder, Aldermen, and burgesses of the town, waited on his Majesty, and presented a loyal address. They were all received very graciously, and had the honour to kiss the King's hand; after which his Majesty was pleased to confer the honour of knighthood on John Carter, Esq., the Mayor of Portsmouth.

When the levee was over, his Majesty returned to the Dockyard, and at half an hour after one o'clock embarked in a barge, in which his Royal standard was immediately hoisted. The Earl of Sandwich, First Commissioner of the Admiralty; the Earl Delawarr, Gold Stick; and Lord Robert Bertie, Lord of the Bed-chamber in Waiting, embarked in the same boat with the King.

His Majesty then proceeded to Spithead, attended by the barge of the Board of Admiralty, with the flag of their office, the three Admirals with their flags, and all the captains of the fleet with their pendants in their barges.

As his Majesty passed the garrison, he was saluted by a Royal salute of twenty-one guns from the Blockhouse Fort, Saluting Platform, and South-sea Castle.

When the Royal standard was seen from the fleet at Spithead, which consisted of twenty ships of the line, two frigates, and three sloops, moored in two lines abreast each other, the whole manned ship, and saluted with twenty-one guns each.

The King went on board the *Barfleur*, of 90 guns, where he was received by the Board of Admiralty, the Captain being at the head of the accommodation-ladder, and the sides manned by the lieutenants of the ships. As soon as his Majesty passed the guard of Marines on the quarter-deck, the flag of the Lord High Admiral, which was then flying, was struck, and the Royal standard hoisted at the mainmast head, the Lord High Admiral's flag at the foremast head, and the union flag at the mizenmast head; on the sight of which all the ships, except the *Barfleur*, saluted with twenty-one guns each. The ship being cleared the same as for action, and the officers and men at their respective quarters, his Majesty (after the nobility, who came off upon this occasion, and the flag-officers, had paid their duty to him on the quarter-deck) walked fore and aft on the lower gun-deck, and took a view of the whole.

At half-past three o'clock his Majesty sat down to a table of thirty covers, at which many of the nobility and persons of distinction, as well as officers of the navy and army, of the rank of colonel and upwards, were admitted to the honour of dining. After dinner, the Queen's health being drunk, the whole fleet saluted with twenty-one guns; and, upon his Majesty retiring from table, the King's health was likewise drunk with the like salute; and the same was repeated every day during his Majesty's continuance at Portsmouth.

At six o'clock his Majesty went into his barge, attended by the Board of Admiralty, the flag-officers and captains, in the same order as they came, and passed along both the lines of ships, each ship (being again manned) giving three cheers, and saluting separately with twenty-one guns, as the King passed by them.

His Majesty then went on board the *Augusta* yacht, where he was again received by the Board of Admiralty. The Royal standard, with the Lord High Admiral's flag and union flag, were immediately hoisted, as they had been on board the *Barfleur*; and his Majesty sailed into the harbour; the ships at Spithead and the fortifications saluting, as upon his Majesty's coming out, and the Admirals and Captains attending him to the harbour's mouth, after which they returned to their respective ships. His Majesty landed at the dock a quarter before nine, and returned to the Commissioners' house, where he resided the whole time of his stay at Portsmouth.

At eight o'clock on Wednesday morning his Majesty began to view the Dockyard, the ships building and repairing, and magazines.

At eleven, his Majesty went into his barge, attended by the Commissioners of the Admiralty and Navy in their barges, with the flags of their respective offices, and many of the nobility in another barge, and proceeded up the harbour to view the ships lying in ordinary.

His Majesty went on board three of those ships, viz., the *Britannia*, a first-rate, of 100 guns; the *Royal William*, a second-rate, of 84 guns; and the *Defiance*, a third-rate, of 64 guns; and, at half past two went off to Spithead to dine on board the *Barfleur*, attended by the Commissioners of the Admiralty, the flag-officers and captains in their barges as before.

At six o'clock in the afternoon his Majesty went from the *Barfleur* on board the *Augusta* yacht, and sailed towards St. Helen's till near eight, and then stood in for the harbour; but, it falling calm, his Majesty left the yacht, and was rowed to the dock in his barge, where he arrived at half-past nine, the ships and fortifications saluting, and the flag-officers and captains attending him to the mouth of the harbour, as they had done the day before.

His Majesty went to the gun-wharf at six o'clock on Thursday morning, where he was received by the Master-General of the Ordnance, the Lieutenant-General, and principal officers of that department, and minutely reviewed the magazines, artillery, and stores.

His Majesty returned to the Dockyard at seven, and viewed such part of the yard, magazines, and works carrying on, as he had not seen before.

At half-past ten his Majesty, attended as before by the nobility and Commissioners of the Admiralty and Navy, went in his barge on board the *Venus*, a frigate of 36 guns, lying in ordinary, and from thence to Weevil; where he was received by Captain Pitt, one of the Commissioners for victualling the Royal navy, and the officers of that department, a Royal salute of 21 guns being given from the lines at Gosport; and, having viewed the brewery, cooperage, and magazines, returned to the dock.

After his Majesty had changed his dress, he went to the Governor's house, and had another public levee.

At two o'clock his Majesty went off to Spithead, in the same state as on the preceding days, to dine on board the *Barfleur*.

Vice-Admiral Pye having, in pursuance of the King's pleasure, been this day promoted to the rank of Admiral of the Blue, kissed his Majesty's hand on the quarter-deck, and, hoisting his flag immediately on board the *Royal Oak*, was by the King's permission saluted by all the ships present except the *Barfleur*. The Admiral, in acknowledgment of the honour conferred upon him, saluted the Royal standard with all the guns on board the *Royal Oak*.

His Majesty was at the same time pleased to confer the honour of

knighthood on Admiral Pye, as also on Richard Spry, Esq., Rear-Admiral of the White; Captain Joseph Knight, of the *Ocean*, senior captain in the fleet at Spithead; Captain Edward Vernon, of the *Barfleur*, and Captain Richard Bickerton, of the *Augusta* yacht, who had the honour each day to steer the King's barge; and they had severally the honour to kiss his Majesty's hand upon the quarter-deck under the Royal standard.

At half-past five o'clock, his Majesty went from the *Barfleur* on board the *Augusta* yacht, attended as before, and, having sailed through part of the line of ships, stood into the harbour, and landed at the dock at half-past seven, the flag-officers and captains attending his Majesty in their barges to the mouth of the harbour, and the fortifications saluting as on the former days.

On Friday his Majesty went from the Dockyard at half-past five in the morning, to view the new works and fortifications of Portsmouth, beginning from the furthest part of the Common round to the Saluting Platform.

At seven his Majesty returned to the Dock, embarked immediately on board the *Augusta* yacht, and sailed out of the harbour, the fortifications saluting as he passed. When the yacht arrived at Spithead, Lord Edgumbe, Vice-Admiral of the Blue, with his division, got under sail and followed his Majesty. When the yacht and men of war had passed the buoys, the Vice-Admiral came on board; and having, by his Majesty's command, been promoted to be Vice-Admiral of the White, had the honour to kiss his Majesty's hand under the Royal standard, and then, shifting his flag, was, by his Majesty's permission, saluted by all the ships of his division.

His Majesty proceeded as far as Sandown Bay, where the standard was saluted by the Castle. The wind then freshening, and the tide being spent, the yacht, with the Vice-Admiral's division, returned to St. Helen's and anchored.

At a quarter to five the ship got under way, and, the wind still blowing fresh, worked up to Spithead, leaving the Vice-Admiral and his division to proceed to Plymouth, according to the orders he had received. After the King had sailed along the line of ships remaining at Spithead, he stood towards the harbour, and came to anchor about half a mile within Southsea Castle where his Majesty was attended by the Admiral, the Rear-Admiral, and all the captains and lieutenants of the fleet at Spithead, who had severally the honour of kissing his Majesty's hand. While the yacht was at anchor, the ramparts of the town being lined with land-forces and marines, fired a *feu de joie* at ten o'clock, by a triple discharge of cannon and musketry all round the works, immediately after which the yacht weighed, proceeded into the harbour, and landed his Majesty at the dock at half-past ten o'clock.

The King was this day pleased to grant the dignity of a Baronet of Great Britain unto Hugh Palliser, Esq., Comptroller of his Majesty's Navy, and also unto Richard Hughes, Esq., Commissioner of his Majesty's Navy, residing at Portsmouth; and also to direct that the commanders of the *Wasps*, *Speedwell*, and *Hazard* sloops, at Spithead, be promoted to the rank of post-captains of his Majesty's fleet; the lieutenants commanding the *Greyhound* and *Anson* cutters in Portsmouth harbour, the first-lieutenant of the *Barfleur*, and lieutenant of the *Augusta* yacht, where the Royal standard had been hoisted; and the first lieutenant of the flag-officers' ships, viz., the *Royal Oak*, *Dublin*, and *Ocean*, to be promoted to the rank of commanders; and two midshipmen from each of those ships and yacht to be made lieutenants.

His Majesty set out from the Commissioners' house on his return to Kew at a quarter to seven o'clock on Saturday, the 26th, having been graciously pleased to order the following sums to be distributed, viz.:—To the artificers, workmen, and labourers of the dockyard, victualling-office, and gun-wharf, £1,500; to the companies of the *Barfleur* and *Augusta* yacht, and the crew of his Majesty's barge, £350; to the poor of Portsmouth, Portsea, and Gosport, £250. His Majesty was also pleased to make some other smaller gratuities, and to release the prisoners confined in Portsmouth jail for debt.

THE GREAT NAVAL REVIEW OF 1814.

AFTER participating in the splendid shows and entertainments of the metropolis, and witnessing the martial reviews of Hyde-park, the Allied Sovereigns expressed a wish to see one of those tremendous naval armaments which had swept from the ocean the hostile fleets of France and Spain, and secured to Britain the dominion of the seas.

These were not the days when special trains at half-past six a.m. enabled nobles and commoners to leave the metropolis, witness the pageant of a sea-fight, and return to the performance of their senatorial duties the same night. For two or three days previous to the Grand Naval Review at Portsmouth in 1814, the line of road from London was alive with vehicles. At all the villages along the road, booths, tents, and waggons—decorated with laurel, and containing all the feminine beauty of the neighbourhood—testified to the general desire existing to see the Prince Regent and his Imperial and Royal Visitors. The Prince Regent, attended by an escort of dragoons and hussars, made a public entry into Portsmouth on Wednesday evening (June 22, 1814). His arrival at the Landport was followed by the discharge of every piece of artillery on the fortifications and ramparts. The Prince Regent passed the night at the Government House, where he entertained a brilliant party at dinner. Fifteen men-of-war and all the frigates in the roads were moored in a long line for the grand review of the morrow, which was the theme of every discourse. The line extended from the south-east to the north-west of the anchorage. The fleets abroad, which were expected to take part in the great spectacle, had not returned, and it was feared that the great nautical exhibition would be less impressive and magnificent than had been expected. At night the town of Portsmouth was brilliantly illuminated. There are Portsmouthians living who still remember with pleasure the beautiful appearance presented from the Point by the illuminations at Gosport across the harbour, the festooning of a ship or two, and the lighting up of the Dock. The Emperor of Russia and his sister, the Duchess of Oldenburg, passed the night at the house of Commissioner Grey, in the Dockyard; the King of Prussia and the Princes of Prussia were the guests of the Lieutenant-Governor, General Houston.

Early on the following morning (Thursday), the note of preparation was heard in the streets, the harbours, the forts, and the Government establishments; Royal standards floated in the air at a dozen points. Troops were drawn up in front of the Government House, and at half-past nine the Prince Regent, accompanied by the Duke of York, got into his carriage and drove to the residence of the Russian Emperor, where he was shortly after joined by the King and Princes of Prussia, the Duke of Saxe-Weimar, &c. About eleven o'clock the illustrious assemblage walked to the Royal place of embarkation, where the whole naval procession, headed by the Duke of Clarence, as Admiral of the Fleet, was in readiness to receive them. The harbour was filled with vessels of every description—wherries, pleasure yachts, sailing-boats of all kinds, transports, &c. In front of the stairs were two vessels adorned with an infinite variety of ensigns and signal colours; and on the Gosport shore, opposite, were three others, decorated in the same manner. We were then at war with the United States; and one of the vessels last named had the American flag reversed, and the Union Jack flying over it. Some ships' yards were manned. The marine procession arranged by the Duke of Clarence was of picturesque and imposing beauty. It commenced by men-of-war's barges, commanded by Captains, to clear the way. The Royal barge, with the Royal standard, came first, and was accompanied by two barges with the Imperial and Royal strangers, one hoisting the Russian flag of yellow, with the Black Spread Eagle; the other the Prussian flag of white, with the sable Eagle of Prussia. The two latter barges were rowed by the King's watermen in their uniforms, with their gold lace caps; they kept a little abaft the beam of the Royal barge—one on each side of it, at the distance of two boat-lengths. The Prince Regent, it was observed, wore a full-dress naval uniform, with his various stars, and a large gold-laced hat and half-boots; the Emperor of Russia, his uniform of deep green, faced with scarlet; and the King of Prussia, blue regimentals. The ladies remarked that the Duchess of Oldenburg wore a straw-coloured pelisse. The Royal barges were followed by the Admiralty barge, the barge of the Admiral of the Fleet, and a swarm of boats containing Ministers of State, great public officers and foreign warriors. The rear was brought up by an innumerable array of small

boats containing a number of un-official persons of distinction, and other sight-seers.

The shores were lined with a concourse of spectators; and the gay display of flags, the merry peal of bells, the acclamations of the multitude, the British fleet ranged in line in front, the white-winged vessels in every part of the harbour, the distant ocean, and the beautiful hills and woods of the Isle of Wight, made up a magnificent picture, which has not vanished from the recollection of those who are yet alive to recount the incidents of this proud day in our annals. The men-of-war had been reinforced during the night by some additions, and the splendid aquatic procession pursued its trackless course all along the line amid a general salute of forty-two guns from each ship. Having traversed the line, the procession turned back again, and stopped at the *Impregnable*, which was in the centre of the line, and was commanded by Captain, afterwards Admiral Sir Charles Adam, K.C.B., and now the much esteemed Governor of Greenwich Hospital. The Prince Regent, the Emperor of Russia and his sister, the King of Prussia and his family, ascended the ship's side, and passed from the deck into the cabin. The ship's yards were all fully manned, and the loud huzzas of the crew and of the countless company in the surrounding boats, emulated the roar of the cannon. The Prince Regent and his illustrious visitors were loudly called for by turns, and graciously appeared and bowed to the multitude. The Royal party proceeded to explore the ship. The Emperor Alexander drank grog with the crew, and sat down to mess with the marines. By-and-by a grand collation was prepared in the cabin of the *Impregnable*, where a superb display of the Regent's plate decorated the tables. Admiral Blackwood, Captain of the Fleet, and Captain Adam did the honours of the table to the exalted party. When the Royal party re-appeared on deck, they were struck with admiration at the panorama which presented itself. The gallant ship was encircled with innumerable vessels, which covered the waters, and whose expanded sails and streaming ensigns excluded all distant prospect, while myriads of spectators were seen as far as the eye could reach, mingling their exclamations of delight with the voices of the 10,000 sturdy British tars, and the repeated discharges of the guns, which now and then, involving all in smoke, admitted by intervals new glimpses of the surprising effect of the *coup d'œil*. The Prince Regent had probably never felt himself more truly the Sovereign of the greatest maritime nation that ever existed than when he thus beheld his country's greatness witnessed by foreign monarchs upon his country's own element. He declared it to be "the grandest sight he ever saw;" and probably Queen Victoria made the same declaration, and felt the same thrill of patriotic pride forty years afterwards. The Duchess of Oldenburg vividly expressed her delight. The Emperor was in ecstasy. The meditative Frederic was wrapped up in the sublimity of the spectacle. The young German princes were quite enraptured. The veteran leaders of hosts contemplated with the firmness becoming their martial character, an exhibition to them of so novel a kind; but probably felt an inward misgiving that they would be found very helpless animals in an English naval engagement.

On leaving the *Impregnable* salutes were again fired for the Regent, the Emperor, and the King, followed by a general salute, in which the fleet poured forth all its deafening thunder. The Royal party repaired to their several residences, and in the evening again met at the Government House, where a grand banquet was given by the Prince Regent. Covers were laid for 150 persons. Blucher arrived in the evening, and appeared several times at the window of his residence, at the Bank, on the Parade.

On the following day (Friday) the illustrious visitors inspected Portsmouth Dockyard; and, at two o'clock, the Royal barges and the rest of the grand aquatic procession left the King's Stairs in the same order as on the day before, to pay another and a longer visit to the fleet in the Roads. Royal salutes were fired from all the batteries. Upon reaching the fleet, the Prince Regent, the King and Princes of Prussia, and many other foreigners, went on board the *Royal Sovereign* yacht, which immediately hoisted the Royal standard. The Emperor Alexander left the rest of the Royal party to accompany the Duke of Clarence on board the *Impregnable*. The fleet, consisting of fifteen sail of the line, and about as many frigates, formed a line of about seven or eight miles in extent, in front of the Isle of Wight. They received the Royal visitors with a general salute; after which they slipped their cables, and immediately stood out to sea under sail, with a brisk north-east wind. The *Royal Sovereign* yacht, like the *Victoria* and *Albert*, led the van. The yachts and barges of the Admiralty, the Naval Commissioners, the Ordnance, and other public offices, and above 200 vessels of all descriptions sailed out, keeping at various distances from the fleet. About five o'clock, when the leading ships were about twelve miles from Portsmouth, the whole line-of-battle ships hove to by signal, when the Prince Regent, the King of Prussia, the Prussian and other Princes, left the *Royal Sovereign* yacht, and went to join the Emperor of Russia and his party on board the *Impregnable*, to which the Royal standard was accordingly shifted. After partaking of some refreshment in the cabin of the *Impregnable*, the signal was made for the return of all the ships of war to their anchorage. The wind was not so favourable for sailing back; but the fleet, on their return, performed with amazing accuracy some of the manoeuvres of an engagement, and continued their firing so as to afford in some respects the idea of a naval battle. The frequent repetitions of signals in both directions along the line, the general effect of so many vessels of war and pleasure boats turning to windward through a narrow channel, and the precision with which the movements of the fleet were made, powerfully interested the Allied Sovereigns. The day was more like one in October than the "leafy month of June," but it was not forbidding, and gleams of sunshine occasionally lit up the ocean, or brought to view the undulating beauties or umbrageous richness of the Isle of Wight, or brought out the gay colours of the various emblems and ensigns of the vessels—one of which, the *Prince*, a 98-gun ship, was then decorated with innumerable flags, and was at night splendidly illuminated.

As the fleet returned into the harbour they were met by all the boats and vessels that could be collected together. The whole line were at their anchorage off Spithead by half-past seven, and when the Emperor, King, Regent, and Princes quitted the *Impregnable*, and got into their respective barges, the oldest boatmen in the harbour declared that they never saw before so great a number of vessels collected together, or so fine a sight at Portsmouth. The thunders of the fleet were again evoked to do honour to the Regent and the Allied Sovereigns. On shore and in the harbour the discharge of all the artillery round the works of Portsmouth and Portsea, on the Block-houses, Cumberland, and South-sea forts, and on the different batteries at Haslar and elsewhere, was followed by ten *feux de joie* from the many thousands of military drawn up. Under this tremendous and deafening concussion the Sovereigns retired to their several residences.

When the Prince Regent arrived at the Government-house, he experienced an unwonted and unexpected gratification. He had been accompanying and entertaining at sea foreign Sovereigns, his august allies, and their brave officers, and displaying to them the character of those armaments with the great names of whose heroes—the Hawkes, Rodneys, Duncans, St. Vincents, and Nelsons—the histories of the past and the events of present times had made them all familiar,—and when he stepped into his house, he found his own great military commander, the Duke of Wellington, waiting his approach. However exalted the feelings of the Regent had been amid the splendid group of foreign Crowns, we may be sure that his emotions of pride at this brilliant moment were raised to their climax by the appearance of the Marlborough of modern times—a warrior whom he could present to his august compeers as the liberator of the Continent, and the Great Captain of modern times.

The Duke of Wellington had been received with the utmost enthusiasm by the populace, who took the horses from his carriage, and drew him to the portico of the Regent's abode. A few minutes afterwards, his Grace, who wore his British uniform, with several orders, appeared publicly on the balcony, and bowed repeatedly.

Between eight and nine o'clock, the streets being lined with hussars, dragoons, and infantry, the Allied Sovereigns again dined with the Prince Regent. The Duke of Wellington dined with the illustrious party, and at half-past ten appeared on the balcony again, accompanied by the Regent, Emperor, King, and Princes—a brilliant party of about a dozen in number.—The whole town was again illuminated.

On the following morning, the visit of the crowned heads was brought to a close by a grand review of troops on Portdown Hill. And thus ended a series of imposing spectacles calculated to impress the illustrious foreigners with the most lively ideas of the national power and greatness, and which were described by those who witnessed them as the grandest scenes ever beheld in this or any other country.

MANNING THE ROYAL NAVY

THE Board of Admiralty, of which the Duke of Northumberland was at the head, having taken under their consideration the mode of manning the Royal Navy, appointed a committee of naval officers to investigate the subject. The committee, which was presided over by Sir W. Parker, G.C.B., consisted of the following officers:—Rear-Admiral Fanshawe, C.B.; Captain the Hon. R. S. Dundas, C.B.; Captain Peter Richards, C.B.; and Captain J. Shepherd. The committee examined several public functionaries, officers, and seamen of the Royal Navy, shipowners, and others connected with the mercantile marine. The committee unanimously came to the conclusion that the mode of entering seamen in the Royal Navy for short terms of servitude, and then discharging them, was highly detrimental to the efficiency of the service. The system heretofore existing, which appears to have been coeval with the first formation of a Royal navy, consisted in entering men for three years' service, in ships selected by themselves. After much expense, time, and labour in training them, and when they had probably been brought to the highest point of discipline and efficiency, the ship was paid off, and the men were disbanded. Whilst the public service has suffered by the loss of these highly-trained seamen, they have themselves, when discharged, suffered much hardship and distress from being unable to procure another ship, and have thus been driven to the mercantile service or compelled to seek employment under foreign flags.

The committee of naval officers were unanimously of opinion that it would be desirable to extend the term of service, and to enter boys and seamen for a period of not less than ten years' continuous service, with such arrangements as to increased pay, pensions, and rewards for good conduct, as should enable the Government to compete with the merchant service in procuring the most efficient seamen. The report of the Committee of Naval Officers having been made to the present Board of Admiralty, many of their recommendations were adopted; and Sir James Graham determined to apply to Parliament, if necessary, for a vote to cover the proposed increase of pay to the warrant officers, petty officers, and seamen of the fleet. It appeared, however, that the increased sum probably required for the ensuing year (£55,000) would be covered by a surplus in the Navy Estimates already voted.

The new measures having been carefully considered, at length received the sanction of her Majesty in Council. We append a copy of the Order in Council:—

At the Court at Buckingham Palace, the 1st day of April, 1853. Present the Queen's Most Excellent Majesty in Council.

Whereas there was this day read at the Board a Memorial from the Right Honourable the Lords Commissioners of the Admiralty, dated the 31st of March, 1853, in the words following, viz:—

"We beg leave most humbly to represent to your Majesty that we have had under our consideration the important subject of the Manning of the Royal Navy.

"The difficulties attaching to the present system of manning your Majesty's ships have engaged the attention of different Boards of Admiralty, and various regulations have from time to time been adopted with the objects of improving the condition of the seamen, and of inducing them voluntarily to enter for longer periods of continuous service. Hitherto, however, so far as the latter object is concerned, no satisfactory results have been produced.

"The difficulties are inherent in the system itself, which consists in entering men for particular ships selected by themselves, nominally for five years, but practically, according to immemorial usage, for the period during which a ship is commissioned, averaging from three to four years, and then—after much expense, time, and labour bestowed in training them, they are disbanded. A certain portion of the men thus discharged never return to the navy; some carry the fruits of their training to foreign flags; the larger number return at periods dictated by their own inclination or convenience, and not by any regard to the wants of the service. This desultory mode of proceeding is a cause of great embarrassment and expense in conducting the ordinary duties of the naval service. It creates uncertainty as to the period when ships may be expected to be ready for sea; and the evil becomes one of great magnitude, and a serious danger, when political considerations suddenly demand the rapid equipment of your Majesty's ships.

"These circumstances induced the late Board of Admiralty to appoint a committee of naval officers to inquire into the expediency and practicability of engaging men and boys for longer terms of continuous service. The committee, having fully investigated the subject, and taken such evidence thereon as they deemed proper, arrived unanimously at the conclusion that it was expedient to place your Majesty's navy on a more permanent basis, upon a similar principle to that established in the army and marines, and that solid advantages both to the Crown and to the seamen would result therefrom. We submit for your Majesty's consideration a copy of the report in question.

"We fully concur in the view above expressed, and we are of opinion that it is essential to give to the Royal navy a permanent constitution, and in order that it may be brought to a higher point of organisation, efficiency and discipline, and thus be enabled, at critical junctures to fulfil the expectations of your Majesty and the country. With this object we propose to bring under your Majesty's gracious consideration such measures as, after full consideration, we confidently believe it is the real interest of the country to carry into immediate effect.

"We humbly submit that all boys who hereafter enter the navy be required to engage for a period of ten years continuous and general service from the age of eighteen, in addition to whatever periods may be necessary until they attain that age; and that when advanced to any of the under-mentioned ratings they be allowed the rates of pay specified against each, in addition to the present rates of pay of the Royal navy.

Second-class ordinary seaman 1d. a day.
Ordinary seaman 2d. "
Petty officer and able seaman 3d. "

"We further submit that the above increased rates of pay be likewise granted to men who hereafter enter your Majesty's navy for the first time, and who volunteer for ten years' continuous and general service; and also to seamen who have served or who are now serving in the Royal navy, and who volunteer to re-enter or to continue therein, under the conditions of continuous and general service, certain portions of their previous service, as may be hereafter determined, being allowed to count towards such ten years.

"In carrying out the foregoing proposition we recommend that the change from the present to the proposed system should be effected wholly by voluntary means. With this view we submit that men be permitted, as heretofore, to volunteer for the customary period of service, and for particular ships; but by the future entry of boys for longer terms of continuous and general service, and by holding out the inducement of increased pay to men who volunteer to serve under the like conditions, we contemplate that a gradual and beneficial change will be introduced in the existing system of manning your Majesty's ships.

"As an inducement to seamen to render themselves proficient in all branches of their duties we propose that a class of leading seamen be established, with 2d. a day in addition to any other pay to which they may be entitled; a portion of the carpenter's crew to be composed of shipwrights, who should also be granted 2d. a day additional. The proportionate number of leading seamen and shipwrights to be borne in your Majesty's ships we submit should be left to our discretion.

"Men and boys to be permitted to purchase their discharge upon a principle and a graduated scale, similar to that in force in the army and Royal Marines.

"The pay and duties of second-class ordinary seamen and landmen being identical, we recommend that the latter rating be abolished.

"We consider that it would be beneficial to your Majesty's service to establish a class of chief petty officers, to consist of the under-mentioned:—Master-at-arms, Chief Gunner's Mate, Chief Boatswain's Mate, Chief Carpenter's Mate, Seamen's Schoolmaster, Ship's Steward, Ship's Cook; and that the Chief Gunner's Mate, the Chief Captain of the Forecastle, and the Chief Quartermaster should be allowed 3d. a day each in addition to any pay to which they may be otherwise entitled. Men holding the position of chief petty officers to be borne in such rates of ships as we may deem proper.

"We beg leave to subjoin a table showing the classes and denominations of petty officers, seamen, and others borne in your Majesty's ships, and the order in which we submit they should for the future take rank; those ratings being distinguished where command should not be assumed in the event of the charge of your Majesty's ships devolving on petty officers.

"As an encouragement to deserving petty officers, we propose that an increase should be made, as follows, in the number who are eligible to be recommended for good-conduct gratuities when ships are paid off.

Rates.	Petty Officers, 1st Class, £7.		Petty Officers, 2nd Class, £5.	
	Present No.	Proposed No.	Present No.	Proposed No.
1st and 2nd	4	6	3	4
3rd	4	5	3	4
4th	3	5	2	3
5th	2	4	1	2
6th	2	4	1	2
Steamers, 1st & 2nd Class	2	4	1	2
Steamers, 3rd Class	1	3	1	1
Sloops	1	3	1	1
Small Vessels	1	1	1	1

"The long-service medal gratuities to second-class petty officers to be increased from £7 to £10. An increase to this amount has been granted

to the army, in similar cases, by your Majesty's warrant of the 19th December, 1845.

"Men who have completed twenty years' service to be awarded, when pensioned, the increased allowance for time served as petty officers, to which non-commissioned officers of the Royal Marines (who enlisted after the 1st August, 1847) are entitled under the authority of your Majesty's order in Council of the 15th January, 1849, provided that such seamen shall have entered and served for one continuous period of not less than ten years.

"All men who enter for continuous and general service to be allowed to count time for pension from the age of eighteen (as in the army and Royal Marines) instead of from the age of twenty, as is at present the case in the naval service.

"We propose that pensions be hereafter awarded to continuous and general service men after twenty years' service, instead of twenty-one, as at present; a discretionary power to be vested in the Board of Admiralty as regards the application of this, and the foregoing rule, to men who have served, or who are serving in the navy under the present system.

"In the event of an armament being required, we consider it important that this department should have the command of the services of a certain number of trained seamen, in addition to those borne on the peace establishment. For this purpose, we humbly recommend that seamen who have served ten years in the navy, reckoning from the age of eighteen, be eligible, at our discretion, to be granted pensions of 8d. a day each; and men with fifteen years' service, pensions of 8d. a day each. The allowance for time served as petty officer, and the amount thereof, according to the present or proposed new scale, being awarded, as we may deem fit, to men with ten or fifteen years' service; both classes to be held liable, under the conditions contained in the 13th clause of the Pension Regulations (dated the 1st January, 1849), to give further service, if called upon, in the event of an armament, or of war; it being, however, distinctly understood that no man shall be entitled to claim the above short-term pension as a matter of right. The number of men in the receipt of such pensions to be limited, for the present, to a maximum of 10,000. At a future time, when the efficacy and policy of the measure shall have been tested by experience, it may be thought prudent to increase their numbers, but the decision will be open to the deliberation and judgment of your Majesty's Government, and be subject to your Majesty's approval.

"We further recommend that men and boys who shall hereafter enter the service for the first time, and who shall be granted pensions for twenty or twenty-one years' service, be also held liable, under the thirteenth clause of the said pension regulations, to give further service, if required, to meet the exigencies of an armament or of war.

"We do not propose to grant short term pensions at present, but to reserve to the Board of Admiralty a discretionary power for this purpose whenever the state of the force in commission shall lead them to think that such step may be taken with advantage.

"We are of opinion that the system under which seamen-gunners are now entered for your Majesty's service should be modified. These men engage at present for a term of five years' service, during which period they are entitled to an additional pay of 1d. a day; if they volunteer for another period of five years, they receive 2d. a day; and for a further quinquennial term 3d. a day. We propose, that for the future, seamen-gunners be divided into two classes; the one of the first class to be entitled to an additional pay of 2d. a day, and the second class to an additional pay of 1d. a day; the pay in question to be granted according to their qualifications, and irrespective of length of service. The first class to be eligible to be promoted to the situation of gunners-mates and gunners; the second class should be held qualified to perform the duty of captains of guns. The foregoing proposition to be applicable, at our discretion, to men already in the service, or who may hereafter enter therein.

"The importance of the duties performed by the warrant officers of the fleet cannot be exaggerated; the situations held by them are the highest to which the seamen and petty officers of the fleet can at present expect to attain; and it is important in a corresponding degree that they should be sought after, and filled by the most active and deserving men. Considering, also, that the warrant officers' widows' pension was withdrawn without any equivalent, we have no hesitation in recommending to your Majesty that the pay of the warrant officers should be increased as follows; it being distinctly understood that such increase is awarded partly for the special purpose of enabling them to make provision, by insurance, for their widows:—

	SEA PAY.			
	Per Day.	Per Annum.	Increase.	
	s. d.	£ s. d.	£ s. d.	
First Class	6 7	120 2 11	25 17 1	
Second Class	5 8	103 8 4	28 18 0	
Third Class	4 9	86 13 9	22 16 3	

	HARBOUR PAY.			
	Per Day.	Per Annum.		
	s. d.	£ s. d.		
1st Rate	5 7	101 17 11		
2d Rate	5 2	94 5 10		
3d Rate	4 9	86 13 9		
4th Rate	4 4	79 1 8		
5th Rate	3 11	71 9 7		
6th Rate	3 6	63 17 6		

"In the cases of Warrant-officers of long service and of exemplary character and conduct, we recommend that two years' harbour service should, in awarding pensions, be considered as equal to one year's sea service, in lieu of the proportion of three to one, as at present.

"Your Majesty having been graciously pleased to direct that non-commissioned officers of the army and Royal Marines who distinguish themselves by gallant conduct be eligible to be promoted to the rank of commissioned officers, and that all persons so promoted be granted, respectively, a sum of £100 as an outfit, we are of opinion that it would operate as an encouragement to a highly-deserving class of officers if the same boon were extended to Gunners, Boatswains, and Carpenters; we therefore submit, that Warrant-officers of the Royal Navy of exemplary conduct who have distinguished themselves by acts of gallantry and daring in the service, be considered eligible to hold commissions in your Majesty's fleet in such rank or position as we may deem them entitled to receive and competent to fill, after undergoing such examination as we may think fit; and that all warrant-officers so promoted be granted, respectively, the sum of £100 as an outfit.

"Having reference to the increased responsibility attaching to the situations of chief and commissioned boatmen, we recommend that time served in the former capacity should count as first class, and in the latter as second class petty officers' time, upon the present scale in awarding pensions; and whereas coastguard men from the navy service are now entitled to higher gratuities than seamen, it appears desirable that the former should be placed on the same footing as the latter.

"We beg leave to transmit herewith an estimate from the Accountant-General of the Navy, showing the total expense that will eventually be incurred by the proposed increase of pay to the warrant officers, petty officers, and seamen of the fleet. The sum that will be required for the ensuing financial year will not, probably, exceed £55,000; and it is estimated that the surplus under Vote No. 1 of the Naval Estimates will be sufficient, at the close of the next financial year, to meet this additional expense. A large portion of the increased pay is contingent on the voluntary adoption by the seamen of the altered terms of entry and of service.

"Considering the national importance of the objects to be attained by the proposed measures, and the increased maritime strength which will be gained, when they shall have proved successful, we humbly trust they will meet your Majesty's gracious approval, and be sanctioned by your order in Council.

"We beg leave to add that the Lords Commissioners of your Majesty's Treasury have, by their Secretary's letter of the 29th inst., signified their cordial concurrence in the foregoing propositions."

Her Majesty, having taken the said memorial into consideration, was pleased, by and with the advice of her Privy Council, to approve thereof; and the Right Hon. the Lords Commissioners of the Admiralty are to give the necessary directions herein accordingly.

(Signed) C. GREVILLE.

CLASSES AND DENOMINATIONS OF PETTY OFFICERS, SEAMEN, AND OTHERS IN HER MAJESTY'S SHIPS.

Chief Petty-officers.—Master-at-Arms,* Chief Gunner's-Mate, Chief Boatswain's-Mate, Chief Captain of the Forecastle, Admiral's Coxswain, Chief Quartermaster, Chief Carpenter's-Mate, Seamen's Schoolmaster,* Ship's Steward,* Ship's Cook.*

1st Class Working Petty-officers.—Ship's Corporal, Gunner's-Mate, Boatswain's-Mate, Captain's Coxswain, Captain of the Forecastle, Quartermaster, Coxswain of the Launch, Captain of the Main-top, Captain of the Fore-top, Captain of the Afterguard, Captain of the Mizzen-top, Sailmaker's-Mate, Coxswain of the Cutter, Cooper,* Armourer,* Caulker's-Mate,* Painter,* Musician,* Head Krooman.*

2nd Class Working Petty-officers.—Coxswain of the Barge, Coxswain of the Pinace, Captain of the Mast, 2nd Captain of the Forecastle, 2nd Captain of the Main-top, 2nd Captain of the Fore-top, Yeoman of the Signals, 2nd Captain of the Afterguard, Captain of the Mizzen-top, Sailmaker's-Mate, Coxswain of the Cutter, Cooper,* Armourer,* Caulker's-Mate,* Painter,* Musician,* Head Krooman.*

Other Ratings.—Leading Seamen, Yeoman of the Storerooms, Yeoman of Tiers, Second Captain of the Hold, Sick Birth Attendant,* Shipwright, Sailsinker,* Crew, Blacksmith's-Mate, Armourer's-Crew, Stoker and Coal Trimmer,* Carpenter's-Crew,* Cooper's-Crew,* Able Seamen, Bandsmen,* Tailor,* Butcher,* Second Head Krooman,* Captain's Steward,* Captain's Cook,* Ward or Gun-room Steward,* Ward or Gun-room Cook,* Subordinate Officer's Steward,* Subordinate Officer's Cook,* Ship's Steward's Assistant,* Ordinary Seamen, Cook's-Mate,* Barber,* Second Class Ordinary Seamen and Krooman, Boy 1st Class, Boy 2d Class.

Men holding the Ratings marked thus * are not to take military command.

A NEW SYSTEM OF COAST DEFENCE.

THE following plan for a new System of Coast Defence has been submitted to the Board of Admiralty. The details will, at the present time, be read with interest.

The present character and condition of our coast defences being universally acknowledged to be essentially defective, the following outline of a plan, combining efficiency with practical simplicity of detail, and with a due regard to economy, is submitted with a view and hope of its engaging the consideration of the Legislature, and commending itself to the cordial co-operation of the nation at large.

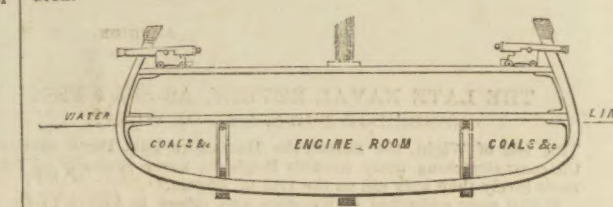
First.—To render available the services of a large and able-bodied class of men, who at present are perfectly valueless for the object in view, but who might be made, not only valuable, but (by this system) as efficient, as any in the service. It is well known that the seaports and fishing villages around our coasts abound with multitudes of men and lads, who, for a great portion of the year, are only partially employed, and in a great degree dependent on a precarious subsistence during the fishing and agricultural seasons: these, in conjunction with the boatmen, fishermen, and coast-guardsmen, it is proposed to organize into a body of sea militia.



NEW COAST DEFENCE GUN-BOAT.

Secondly.—To construct vessels of shallow draught of water (say eight to ten feet) capable of carrying guns of heavy calibre and great length, and fitted with engines and screw-propeller of sufficient power to attain a speed of at least ten knots per hour; each vessel to carry from twenty to forty broadside guns, with three or more on traversing platforms of greater length and heavier calibre for the bow, midships, and stern; or, in lieu thereof, mortars on traversing platforms might be placed in the bow and stern, having the long pivot-gun only in midships. Each vessel to have three or five masts, according to her length, and rigged as a cutter. This plan of rigging is preferable; as the men from the coast, who would principally be required to man them, are well versed in this mode of rigging it would render going aloft almost unnecessary; while, by having the masts nearer together than usual, and the canvas closer to the hull, heeling over in strong winds would, in a great degree, be prevented, and much top-hammer would likewise be dispensed with. One object being to keep the vessels as upright as possible, so that the guns may be easily worked when under canvas, or in heavy weather.

Thirdly.—The broadside guns should not be less than 68-pounders, and from two feet six inches to three feet six inches longer than those in present use, thus commanding great additional range; the long traversing guns to be not less than 84-pounders, and at least four feet six inches longer than any now used; and the whole of the guns to be on the upper deck.



NEW COAST DEFENCE GUN-BOAT.—SECTION MIDSHIPS.

The form of the vessel, the means and mode of manning her, and proposed armament being explained and further illustrated by the drawings and model, it remains to propose the method of rendering the same perfectly efficient as a coast defence.

One vessel should be stationed at each selected part of the coast—say Brighton, Deal, Ramsgate, &c., or such places as seem most eligible for an enemy to make an easy landing, bearing in mind that each and every place so selected is capable of providing at least ten men for every gun of the vessel stationed off such place. Each vessel should have one or two, as may be deemed requisite, thorough men-of-war-men for every gun, resident on board as the fixed crew of the ship, with the proper (or skeleton) complement of officers, engineers, stokers, &c.; with a sufficient supply of coals and provisions for such time as may be thought necessary; the boatmen, fishermen, and men and youths resident at the port or place might be induced by bounty, or such other remuneration for service as might be deemed most advisable, to enter their names as volunteers, for exercise on board at stated periods, to go through the practice with the guns, to handle the sails, and learn all other manoeuvres which would be requisite in action. Of these men eight or nine would be required for each gun, making, with one or two men-of-war-men, the requisite number, viz. ten; for example, a vessel of 50 guns would have constantly on board 50 or 100 thorough sailors; the port or place to provide eight or nine men for every gun, making 400 or 450, which, with the crew of the ship, would give the full complement, viz., 500. At occasional intervals the steam might be got up, and signals made to the coast defence vessels stationed off other places, to concentrate their force at a given point as expeditiously as possible, and go through the manoeuvres of a combined fleet. An electric telegraph along the line of coast would be of infinite service to communicate with the vessels stationed off other ports. After each day's or week's drill the men would be at liberty to go on shore to their respective homes, being fairly remunerated for their services. By this system of voluntary drill, &c., the people of the coast would look on such vessels as their own, with feelings of proud satisfaction and security, while the practice on board would become a favourite pastime; and, if popular officers were stationed with such vessels, it would induce many men and lads to enter the navy.

The advantage these vessels would have, from their shallow draught of water (vessels of the ordinary build and equal armament would draw from eighteen to twenty-two feet of water), is, that in case of an enemy attempting to land with a flotilla of boats, these vessels would not only be enabled to annoy them at long range, but could, if necessary, follow close in shore, and completely destroy them; and in meeting with an enemy's line-of-battle ship, our guns, being much longer than the enemy's, could do much execution before her guns could get within range; and although we could follow the enemy's vessel to any part, still, from their ship drawing so much more water, she could not follow our vessel in shore. The complement of men for one line-of-battle ship ranges from 800 to 1000. That amount would furnish the requisite number for ten or fifteen vessels of the class now described, and effectually guarding 70 to 100 miles of coast; and, when concentrated, would form a most formidable fleet.

One or more of these vessels might likewise be stationed off each of our dockyards, making use of the dockyard battalions to man them, exercising them on board in a similar manner to the sea-militia. These vessels would be peculiarly applicable for this purpose, on account of their shallow draught of water, and the dockyards being able to furnish engineers, stokers, &c., their services on board being made part of their stipulated duty. One or more of these vessels might likewise be stationed off the mouth of the Thames, near to Gravesend, embodying the Thames watermen for the purpose of manning them. They might also be stationed off Liverpool, Bristol, and other ports; and at each of the Channel Islands;—in fact, in all places where large numbers of men are employed in the shipping or other pursuits, the principal duty being to learn to work the guns.

A battery of five or ten heavy guns might be constructed on shore, to enable the sea (and land) militia to practice at such times or seasons of the year when it might not be deemed expedient to exercise on board ship. The practice at the battery should be understood previous to commencing the exercises on board the vessel.

By carrying out some such plan as this, each place would have in itself the means not only of self-defence, but would relieve the regular fleet from much Channel duty, which, in the event of war it would have to perform. The primary object of this system being to raise from materials at present perfectly valueless for the object contemplated, a simple, inexpensive, and efficient means of coast defence without calling upon the regular army or navy specially for that purpose, and which would entail comparatively little expense upon the country, the remuneration being allowed to the sea militia only when on board, or under orders; and yet, from being resident on the coast, their services would be available at the shortest notice, and, from the simplicity of the arrangements of the vessel, they would, in a comparatively short space of time, become as thoroughly efficient and valuable as any body of men in the service.

23, Cornhill, London.

WILLIAM SADLER, Civil Engineer.



AMPHION.

LONDON.

QUEEN.

PRINCE REGENT (ADMIRAL FANSHAWE).

BARRACOUTA.

"THE ENEMY,"—DRAWN BY E. WEEDON.

THE LATE NAVAL REVIEW, AS SEEN FROM BEMBRIDGE DOWN, ISLE OF WIGHT.

THE Isle of Wight, the Solent, the Hampshire hills, Portsmouth, and the coast stretching away towards Brighton, never probably appeared more lovely than they did on the 11th of August.

Whilst some embarked in steamers, and others in yachts to see the great sight of the day, I resolved, for the same purpose, to seek Bembridge Down. A finer prospect point can hardly be well conceived. It looks over a very large portion of the Isle of Wight; the Solent, Portsmouth, Spithead, are full in view to the north—the Hampshire hills forming a beautiful back-ground; eastward, as far as the eye can reach, the coast is seen stretching away towards Brighton; to the south, the sea bounds the horizon; to the south-west, Sandown Bay forms a beautiful half-circle, fringed with precipitous cliffs, and backed by Shanklin Down. Immediately below us is the spit of land on which the town of Bembridge is built; beyond this, to the north, is Brading Haven, on the opposite side of which is the wooded hill whereon stands St. Helen's; beyond this is Spithead and its shipping; and beyond this again, we look direct into Portsmouth Harbour.

At eight o'clock in the morning, I reached Lord Yarborough's monument on the summit of the Down. At this time the squadron which was to form the supposed enemy was proceeding to sea; it consisted of four large ships and two war steamers. For many hours their motions and different courses were an object of intense interest to the spectators on the Down, whose numbers rapidly increased. Never perhaps since their invention were so many telescopes brought into action at the same time. At three o'clock in the afternoon, probably not less than twenty thousand spectators were looking intently in the same direction.

At a quarter before eleven we heard a Royal salute fired, announcing,

as we supposed, that her Majesty had joined the Fleet. At this period the enemy were in the offing, to the south, hull down, and presented a very beautiful sight; they were arranged in line of battle, stretching from east to west, the war-steamers being to the windward. By this time we began to be apprehensive that they would be too far out at sea for us to see the way in which our ships would deal with them.

With anxious eye, therefore, we pointed our glasses to Spithead. But there was no sign of motion. Even the *Duke of Wellington* lay as still as if there were no enemy near; and the great *Agamemnon* seemed unconscious of the vicinity of the faithless Trojans. Quarter-of-an-hour after quarter-of-an-hour passed away, each seeming treble that length of time, and the enemy still increased his distance.

It was now half-past twelve. The British fleet was in motion. The enemy were hardly in sight. In what order they sailed, and who commanded each ship of war, I must leave to other chroniclers to tell. But the great *Duke* and the *Agamemnon* were above all others conspicuous. Still, a fleet like this, when some miles distant, must be seen with the eye of the mind rather than the organ of sight. On they went to the eastward. The steamer on which flew the Royal standard was more carefully watched and traced than any other vessel in the fleet.

Though the day was very beautiful, there was a very slight haziness, often characteristic of hot and nearly cloudless days. The smoke from the war steamers also rendered the atmosphere somewhat murky about the fleet. With every passing half-hour the fleet increased her distance, and about three we lost sight of it. At this moment great was the disappointment experienced by the thousands on the Down. Another half-hour passed away, during which all eyes and glasses were directed to the hazy cloud that was suspended over the offing to the eastward. Suddenly that dark grey which enveloped the horizon changed colour, and white cloudy pillars took its place. A few moments were

passed in wonder at the sudden change, when crashing thunder filled the air. The battle had begun; the discharge of every broadside communicated an impulse to the atmosphere, which was felt as well as seen. Imagination supplied the picture which the eye could not behold; and a feeling of deep thankfulness arose, as the thunder roared—each peal louder than the last—that it was mimic and not real warfare to which we were listening. But as it was, we could not dissociate those hurtling peals from the destruction that attends upon them in a real battle; and the heart sickens at the thought; and the prayer involuntarily arises, that the necessity may never occur for the employment of these fearful instruments of destruction. The engagement did not last many minutes; and, in its very brevity, it was, probably, a closer imitation of what a naval conflict will be, than if the firing had continued much longer. The time is past away when vessels can for hours discharge their broadsides at each other, and draw off mutually crippled. The motions of the ships are now independent of the wind; and their heavy artillery can discharge their iron showers almost with the accuracy of the rifle. Fearful and utterly destructive, therefore, must be the effect when the concentrated fire of sixty guns strikes an opponent amidships.

The smoke now rose higher, and spread itself in every direction, like a mist. The gentle breeze bore it this way; it was long, however, in reaching us; a few minutes after four we were enveloped in it, as in a fog; and for half-an-hour the bright daylight was dimmed, as though the sun were undergoing an eclipse. When it had passed over, the late commotion seemed to have cleared the atmosphere, and the most glorious sight of the day presented itself—the fleet returning to port. It was a noble sight! It is a happy thought that the power there concentrated had not been collected for any purpose of national aggrandisement; but to secure that England shall continue a place of refuge for the persecuted; and to enable her to defend the weak against aggression.



THE NAVAL REVIEW, SEEN FROM BEMBRIDGE DOWN, ISLE OF WIGHT.



THE IRON SHIP.

THE POETRY BY CHARLES MACKAY.

OLD ENGLISH AIR.
THE SYMPHONIES AND ACCOMPANIMENTS BY SIR H. R. BISHOP.

Boldly. j

She was not born 'mid rain or dew, Nor in the sun - shine e - ver grew; No

mf

lord - ly mon - arch of the wood Fell in his glo - ry where he stood, That she might flou - rish

cres. f

fair and free, might flou - rish fair and free.

But down, a thou - sand fa - thoms down, Where stretch the roots of moun - tains brown, We

drew the i - ron for her frame, And built her up, 'mid smoke and flame, To sail, the mis - tress

of the sea! The mis - tress of the sea!

The ham - mer fell, the an - vil rung, As she to shape and beau - ty sprung; In

mi - mic light - nings she was nursed, And cra - dled in their thun - der - burst. And now we launch her

fair and free, we launch her, fair and free.

To brave a - like the tem - pest - stroke, And fire, that slays the "heart of oak;" The

i - ron con - qu'ror of the main, May dan - ger track her path in vain, The queen and glo - ry

of the sea! The glo - ry of the sea!



"THE ENGAGEMENT," TWENTY-FIVE MINUTES TO FOUR.—DRAWN BY J. W. CARMICHAEL.